Australasian Model Railroad Magazine

JANUARY/FEBRUARY 1972 VOL. 5 NO. 7 ISSUE 54

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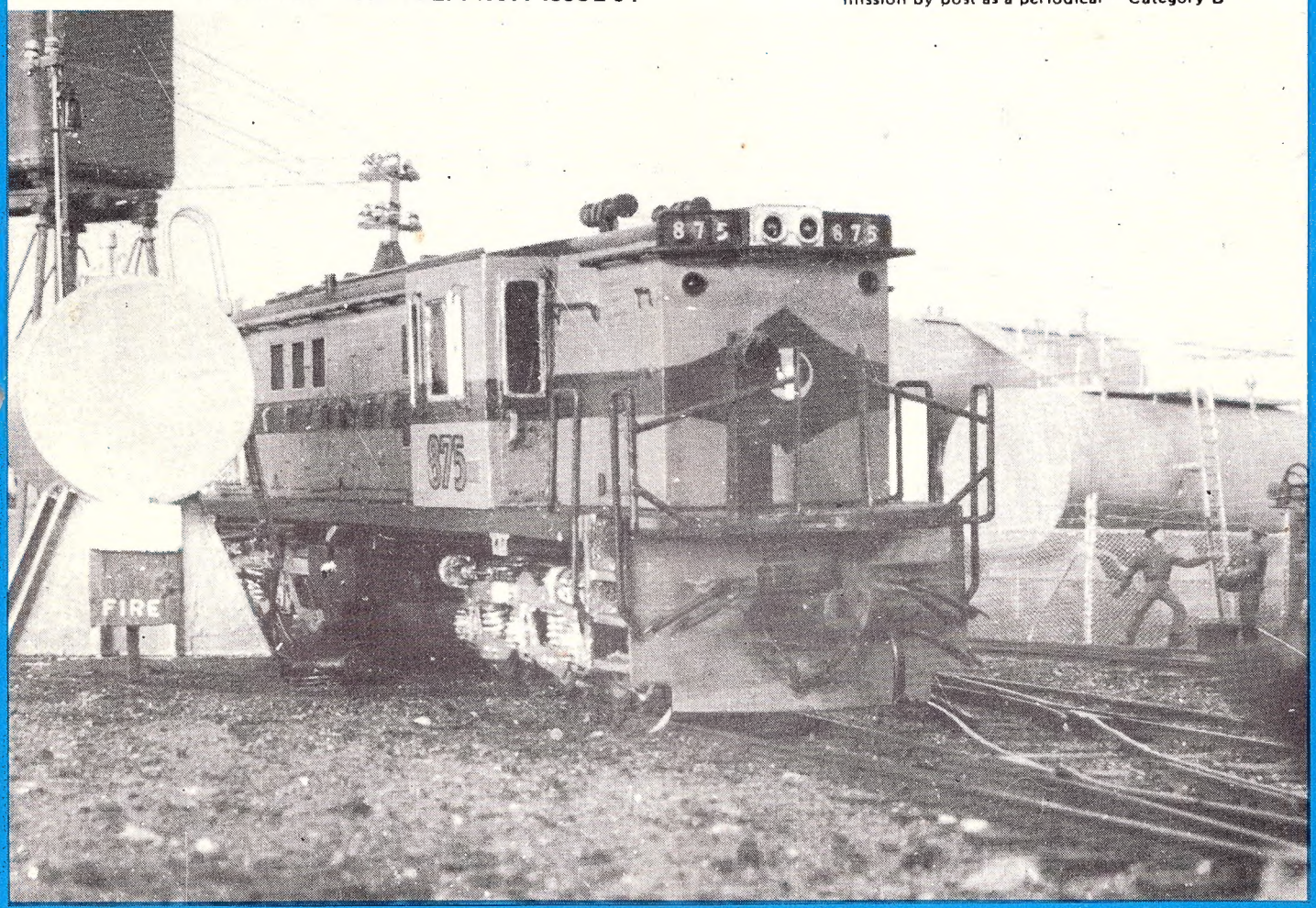
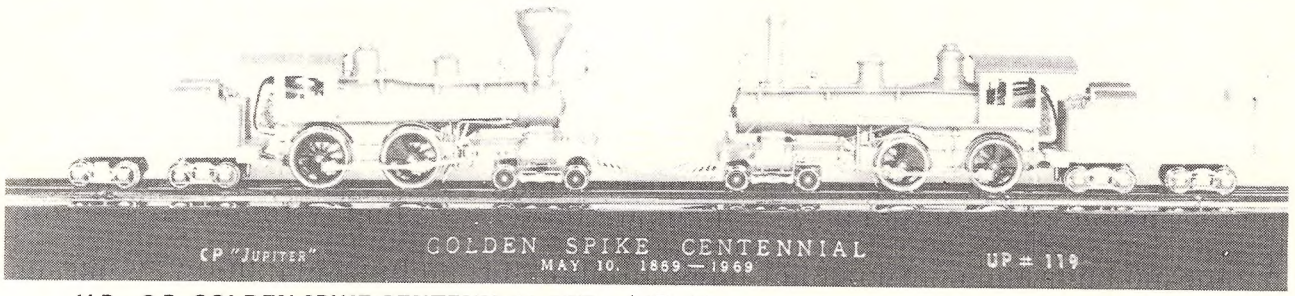
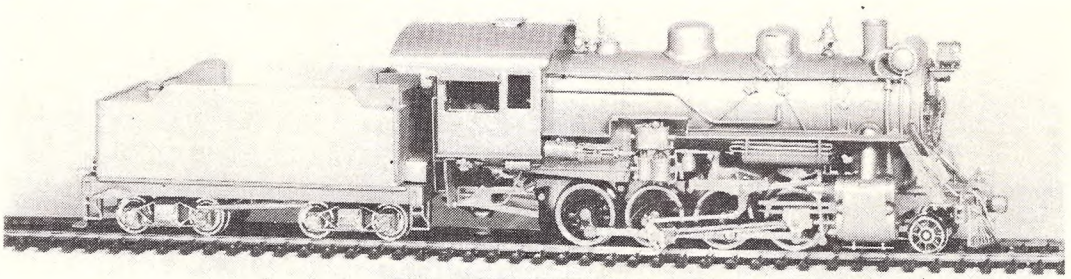


NEW "GOODIES" FOR HO GAUGERS

FROM THE SHOPS OF UNITED 合同 SCALE MODELS

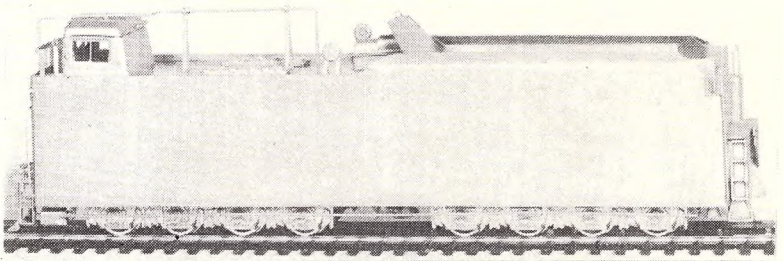


U.P.–C.P. GOLDEN SPIKE CENTENNIAL SET – $151.00

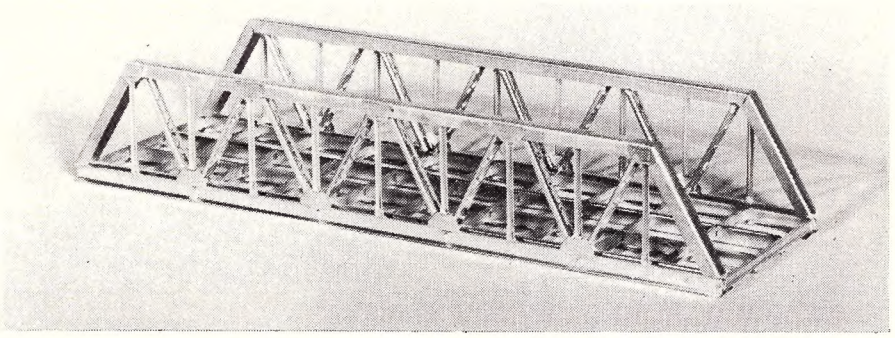


2-8-0 M.A. & P.A. "MODERNISED" LOCO & TENDER – $107.00

P.R.R. "COAST TO COAST" TENDER – $36.00



FROM THE SHOPS OF KUMATA....



ALL STEEL LOW GIRDER BRIDGE.

10¾" LONG.

BUILT TO ACCOMMODATE SINGLE TRACK

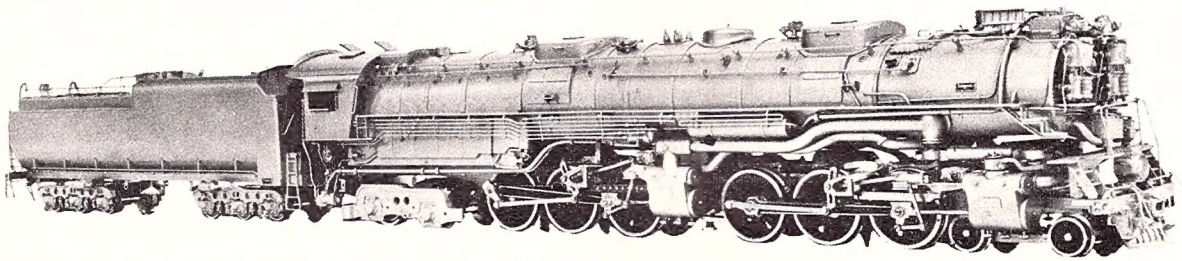
OF BRASS CONSTRUCTION THROUGHOUT.

PRICE: $17

NEW "GOODIES" FOR HO GAUGERS

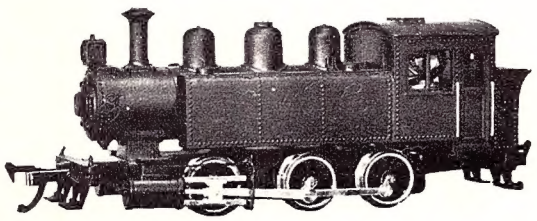
FROM THE SHOPS OF Tenshodo

"THE MARK OF QUALITY"



S.P. & S., G.N.—N.P. 4-6-6-4 CLASS "Z—6" CHALLENGER, PRICE: $350.00

0-6-0T BALDWIN SWITCHER PRICE: $24.50



Other News from "THE DOCKYARD"...

On all too rare occasions we have the pleasure of meeting one of. our suppliers and learning something of advance planning. Recently, however, we had the good fortune to be able to spend some hours with the Chief of Westside Model Co. who are now responsible for some of the most notable developments in HO and HOn3 brass locomotives. Of which the recent introduction of the HO Rio Grande 'Challenger', eagerly awaited by many Australian fans, is typical. Aside from the 4-6-6-4's which could well reach us before these notes appear in print, with luck, we may have some limited run HO S.P. 'T-31' 4-6-0's about the same time. Both these models are illustrated in the current Westside Catalogue.

Looking ahead, Westside's plans provide the the production of the following models: G.N. 'H-4' Pacific, Pennsy 'K-5' Pacific, Pennsy 'Mla' Mountain, S.P. '5000' 4-10-2. A re-run of the V. & T. 4-6-0 (which is now almost sold out), in the process of which the No. 26 model may be changed to the No. 27. Then, ultimately, a Pennsy 'K-4' Pacific. Other models may be interposed in this program, some of which appear in the Catalogue. Whilst the foregoing models may not necessarily be produced in the order shown . . . More of Minitrains' popular range of N scale Diesel Locomotives are expected early in the New Year. Prices and heralds will remain the same. Only the RSD-15 Low Hood Santa Fe model will be lacking, after current stocks are sold out. In lieu, the same Locomotive will become available in Burlington Northern Herald. The new B. & O. 0-6-0 Saddle Tank will also be coming out at $9.50! . . . The latest delivery from Tenshodo includes re-runs of the G.N./N.P. 4-6-6-4 Challenger @ $350.00, more 0-6-0T Locomotive @ $24.50 and the G.N. 'S-2' Class 4-8-4. Also included are more of the new pattern Switch Machine @ $3.40, as well as many other replenishments — Amp. & Volt Metres, MH-7 Traction Motors, 36:1 Work Gear Sets, etc. . . . Kumata's latest shipment includes Alco's SD40 Low Nose Diesel @ $67.00 ea. and the long promised re-run of Balboa's A.T. & S.F. Atlantic @ $96.00. . . . As long predicted, interest is Shinohara's HO Code 70 track range is rapidly increasing, as more realise that fine scale NMRA wheel and flange profiles will permit the use of much more realistic trackwork. Our latest consignment from the factory includes more Code 70 Double Slips, along with Nos. 4, 6 and 8 Turnouts. The entire HO Code 100 range is again replenished, as well as both the HOn3 and Dual Gauge, HO/HOn3 ranges . . . Con-Cors HO full length 85' ribbed sided Passenger Cars are again available from all our stocklists. The range comprises Coach, Diner, Vista Dome and Observation Cars @$5.98 each. Santa Fe and P.R.R. heralds are now joined by the addition of Southern Pacific . . . Sekisui's new N scale 'PB-1' "B" Dummy Units will soon be followed by 'PA-1' "A" Dummies. Heralds will be limited to S.P., G.N. (Blue—, P.R.R. (Maroon) and P.R.R. (Green) . . .

STOP PRESS: By the time these notes appear, we will have received limited stocks fo the following Locomotives from 'UNITED': W.P. 2-8-2, "C" Class Climax, N.P. 2-6-2, P.R.R. 4-6-2, P.R.R. 2-8-2, W.P. 4-6-0, Crown N.P. A-3 4-8-4, P.R.R. 2-10-0, Baldwin Long Bell 2-6-2 and the 0 Gauge Rio Grande 'C-48' 2-8-0.

THE MODEL DOCKYARD PTY. LTD.

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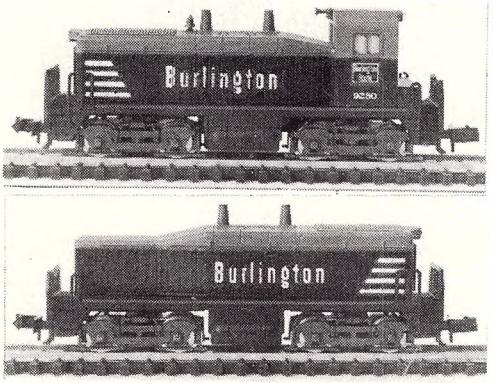
VOLLMER MERTEN
FORESTREE SCENIMAT
ARNOLD rapido
ATLAS GAUGE
RATIO SUPERQUICK MODEL KITS
ROMFORD TANNEN

Mixed Bag from A.M.C.

IN "ATLAS" N GAUGE the elusive herds of EMD SW1500 Cows and Calfs are now coming back into stock after (no doubt) enjoying spring grazing elsewhere. The Cows are 4001 SF, 4004 U.P. and 4005 Burlington at $13.95 each, and their Calf counterparts 4011, 4014 and 4015 respectively at $5.95. Due to special powering these units run really well, and sufficient stocks of No. 2193 German Streamline Pacific ($27.50) should soon be to hand.

No. 2187 the B & O 0-4-0 Tank Locos should soon be to hand, and the price of just over $10 should suit most modellers. The February issue of Model Railway Newsletter should contain fuller details.



Train actuated level crossing gates, piers and curved deck girders with a bumper track section are all new lines expected oon.

Usually the pre-Christmas 'lull' give manufacturers the opportunity to get on to the new lines they promised the previous February, and "RIVAROSSI" have advised of early release (March-April here) of No. 1273 New York Central Streamlined Hudson loco, all fourteen lovely inches of her length. The epitome of power and grace and elegance, this loco will win the heart of every HO/OO modeller for sure. Book yours now with your nearest Rivarossi dealer. ($47.50)

Also booked to arrive about the same time is the first full U25C loco kit, No. 11814 Northern Pacific Blue and Gold, and this version should prove as popular as her sister ready-to-roll Santa Fe version No. 1832 is doing. The kit will be less than expected. About $22.50 only.

Being revived, the first for a long time of the FM Double Unit Diesels 1815 Pennsylvania Maroon and the No. 1820 Santa Fe Silver and red. Either number $26.95.

We've been holding tightly to retail prices for nearly two years, and only minor increases have been permitted, despite higher costs experienced. However, although there will be a number of price adjustments later in January, we're sure you will be pleased to see how little variations to prices actually occur.

"BUSCH" and "HERPA" with assistance from FORESTREE are now supplying main needs for Trees, Shrubs, Hedges and Vines. The array is most comprehensive ranging from the babiest trees to quite largish 6" and 7" tall trees, and in all seasons' colours, including flowering spring trees, maroons of autumn and deep greens of summer. Of types there are many, from apples in fruit, to shade trees, to pines and firs. Too many to list here, and it is intended to cover same in a comprehensive new Folder (booklet) of 'Up the Hill Down the Dale', ready soon.

From these three makers plus 'Scenimat' and 'Dee Ess' all type of tree making materials, lichens, and earth covering flocks, whilst 'peco' and 'Bilteezi' supply a comprehensive array of background sheets in two sizes for all purposes in full colour.

BUSCH and KERPA also produce a number of N Gauge Plastic Kits and tunnel mouths which are worth seeing, as follows:-

HERPA	
360 Stepped Top, single track (2)	70c
361 Stepped Top, double track (2)	85c
BUSCH	
8190 Square Top, single track (2)	65c
8191 Stepped Top, single track (2)	70c
8192 Stepped Top, double track (2)	80c

BUSCH also make a single track tunnel mouths for HO/OO with stepped top (2) 95c.

From BUSCH a new concept in quick easy erection of table top railways with full scenicing and interesting imit. ballasted track beds, called "TOPORAMA". An ideal way to get a fully sceniced layout in a matter of hours. Full details of TOPORAMA will be released at the Melbourne Model Railway Exhibition 10th to 13th March 1971 at Camberwell Civic Centre.

"THE RAILWAY MODELLER" Magazine Monthly — By Supscription $7.50 per annum, posted flat.

From the January issue, the British Magazine with the biggest circulation, and most helpful copy, has increased its page size to give a greater length of 11¾", and from the February issue, some colour pages will be included. To keept abreast of the latest in the English scene, get your copy each month from your hobby dealers or book an annual subscription with A.M.C.

If your dealer is stumped, he is invited to, or you may, write to us for supplies.

AUSTRALIAN MODEL CRAFT CO.

BOX 118, P.O. ALBURY, N.S.W. 2640

GEM BUSCH

Australasian Model Railroad Magazine

The Official Journal of SCMRA in Australia; incorporating the Yardmaster, the Bulletin of the Sydney Model Railway Society.

JANUARY/FEBRUARY 1972 VOL. 5 NO. 7 ISSUE 54

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comment

S.I.

From the 1st of January this year, Australia starts the move towards the use of metric units of measure, or more correctly SI (System International) units. The AMRM will gradually change from imperial to metric units, as it is expected the whole country will do this. The complete change is expected to take some years. However, I feel that once the first few steps have been taken the progress will be fairly rapid, except for a few odd units left at the end.

As the magazine relies on its readers for articles, it will largely be the readers who decide what units appear in the magazine. Notice that in the July/August 1971 issue that Paul Garrett got off to an early start and used millimetres to dimension his drawings.

It is mainly the units of length that we use in the magazine, but most readers will be familiar with these anyway. One brand of HO flexible track has been available in one metre lengths for some time and of course the gauge is 16.5 mm.

Some 0-gaugers and N-gaugers, and the H0ers have been putting up with mixed unit scales for years now. Take HO for example at 3.5 mm to the foot. This wouldn't have been too bad if 3.5 mm was a handy sort of dimension to use for a foot when model making, but it is just plain aggravating and looks ridiculous in writing anyway. Now we can use the metric way by writing the scale for HO as 87.1:1. It doesn't make modelling all that much easier, but just divide the prototype dimension in metres by 87.1 and you have the dimension for an HO model (maybe a slide rule would be handy). Without our asking I notice that the plan for this issue, done by Mike Hadden, has the scale as 87.1:1. Looks like we've made a small start.

R.G.K.

shop detective

New at Austral Model Craft, Tarragindi, Qld., is the E.D.A. Power Throttle at $17.95. This unit is a compact (7x4x2) transistor controller that works off the 16V AC output from your present transformer.

Controls are a sliding reversing switch and linear, sliding speed control. The characteristics of this controller make it ideal for shunting or mainline operation. It will make almost any loco (including Minitrains) run so slow you can hardly see it move, and it does not overheat motors at these slow speeds.

Your reporter had the please of using this throttle for three days at the recent Hobby Tempo 71, and found the size and weight to be ideal for either static control or walk around.

Also on the drawing board is a transistor controller with full momentum effects to fit in the same small alloy case as the present unit. The price to be about $36. Both units are being made in Brisbane, and will be available throughout Australia shortly.

Also new at Austral Modelcraft is the Viking range of HO cars, trucks, and each moving equipment, all at very good prices. Included in the range is a set of three containers: one 40 ft, and two 20 ft for only $1.35.

Your Queensland Shop D. had an assignment in Sydney in December 71 and had his eyes opened and wallet extracted by Hobbyco.

New at Hobbyco, Sydney, is KaDee 0S-5 O Scale couplers with draft gear at $1.99 a pair, expensive $1.99 but worth it! As yet not seen (in Brisbane) 0 scale rail, a drawn brass section .196 inches high, .180 base and .100 rail-head width. 49c per four foot length. It is still hi-rail but is the same in 0 scale as case 100 is in HO scale. It should be good for In3½. Can't wait to see it layed with code 70 rail-spikes!

Also not seen before were BPR 2AN bogie castings, they are NSWR daylight type passenger bogies. Once again in 0 scale at $1.59 a pair.

Grahame Dodd of Micro Models, Westfield Plaza, Hornsby, has ample stocks for the discerning modeller. In HO there are "Camelbacks", 2-8-0's, etc. plus the new Bachmann range. A truly international stock of 'N' gauge equipment representing Britain, Europe and America is available. The Peco trackage system is well represented plus books and magazines and an interesting wife.

reviews

RESIWELD FIVE. Supplied by Davis Fuller Adhesives Pty. Ltd. Price $0.80

This is a new, two part, fast setting epoxy resin adhesive. The instructions for use are printed on the packet and the tubes. They basically are: clean the surfaces; mix equal qualtities of base and hardener; apply to mating pieces and join. The mix has a working life of two to four minutes. Support, but don't clamp the joint. The mixture sets in five to ten minutes. It can be filed in 15 to 20 minutes and it is at full strength in 25 to 36 minutes.

The material is suitable for all materials except soft pliable plastics. I found it easy to use. It has only one drawback — the price. At 80 cents for 10 grams it is the dearest adhesive I've seen, but it is the best as it appears (without lab tests to prove it) to be the strongest.

R.J.T.

LUMBER STORE AND OFFICE in HO scale manufactured by Pacific Scale Models, Christchurch, N.Z. who supplied our sample. $9.27 in New Zealand.

This rather interesting 'off line' structure probably has many prototypes, my own timber supplier having a very similar building for his "Store", although his is about twice the length of the Pacific product. The store building scales out at 74' + 13' stairway in length x 29' over the eaves and a fraction under 20' to the ridge height. The office building measures 21' x 29' with 8' of overhang out front. Floor to ceiling height ranges from 8'6" to 11'6'.

The kit consists of two separate buildings, and could be regarded as two kits in one. I find it rather strange that a complete and stocked store should be only accompanied by the framework of an office not even near completion!

Packaging follows the usual high standard yellow box we have come to expect from this manufacturer. Six clear instruction sheets and drawings are supplied with all parts keyed to cellophane wrapped, lettered pre-cut timber pieces. I feel that a little wood kit construction experience prior to attempting this building would help you to give your timber yard the quality of finish it deserves, although with a little more than average care a beginner could construct a good model.

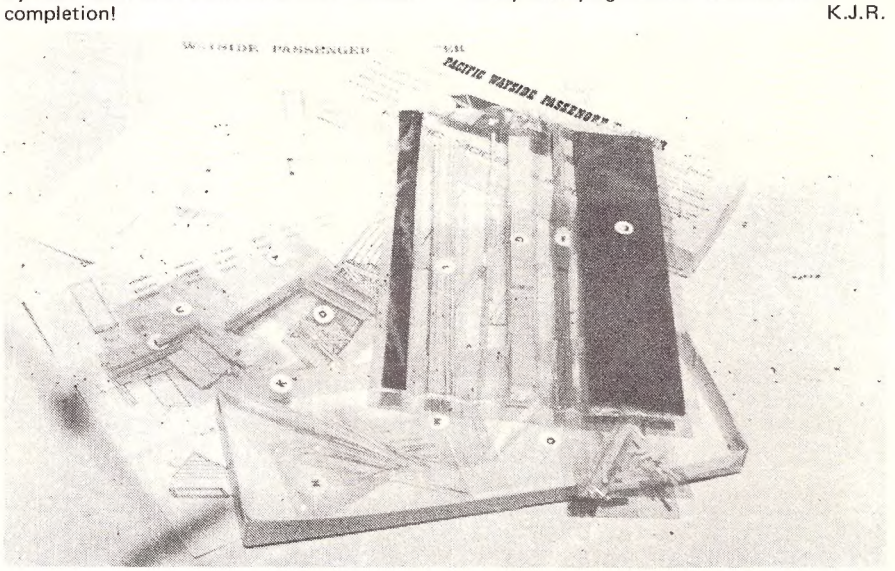
A few things did rather worry me as to how the prototype of this building was held together. The vertical sheathing supplied must have been rather difficult to attach to a vertical membered frame. In my kit the back sheathing pieces were slightly short, and I found I had to pre-glue them into wider pieces prior to attaching to the frame. On the model this tended to make up for the lack of diagonal braces, however I felt I had to add these on the office building using 1/32" square timber from my own stocks.

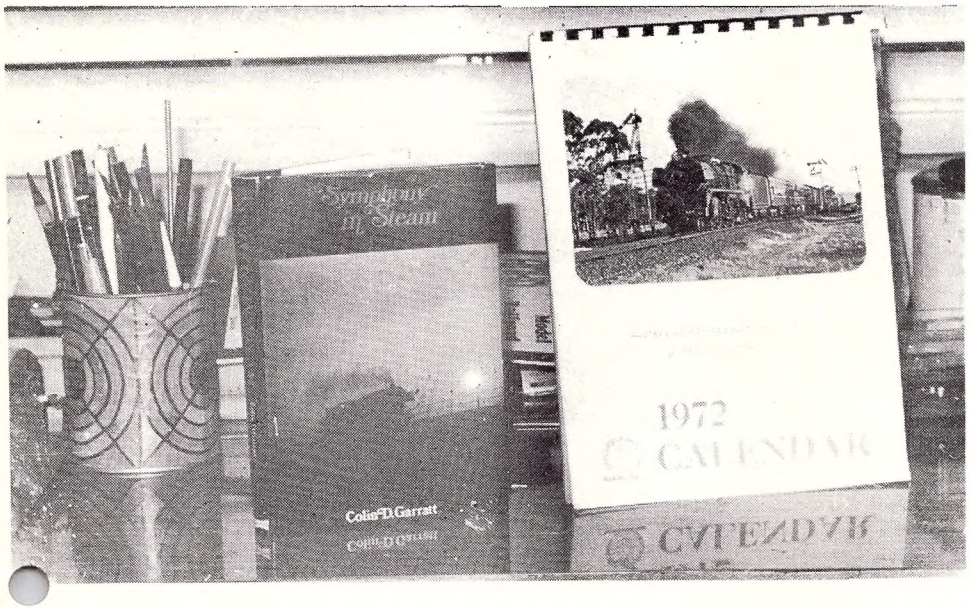
Despite the recommendation in the instructions to glue the timber 'stock' pieces together, I feel this kit is 'just what the doctor ordered' for storing all those little pieces of off-cut material that one just might use on a later word building project. Somewhat more than the 50 pieces supplied for stock are needed to make your yard look prosperous.

The fixing of the roof shingles nearly sent me crosseyed and had me wondering if it was really worth it, but once completed the result is most satisfying. It did cross my mind a few times to substitute a corrugated iron roof to give a more contemporary Australian appearance to the building, but maybe this would be an idea for the office.

To sum up, a quality kit which will give many satisfying hours of construction.

K.J.R.





1972 PHOTO CALENDAR. Australian Railway Historical Society (Newcastle Branch) - Publishers. Available from A.R.H.S. Publications, 2 Rockleigh St., Thornton, N.S.W. 2322. Price $1.50 plus 20c postage.

This excellent self-supporting full colour desk calendar is a must for all steam loco buffs from all states. The striking photographs reproduced on gloss paper include steam action photos from all parts of the Commonwealth. It is also available from all A.R.H.S. divisions and most other enthusiast groups. An ideal desk calendar for home and work (you never know who will introduce themselves once they know you're a railfan.)

R.W.M.

SYMPHONY IN STEAM by Colin D. Garratt. Published by Blandford Press, London. Supplied by Fantastic Hobby Shop, Sydney, Price $4.95.

This small book of about 200 pages contains some of the best colour photographs of steam locomotives I have seen. The photos are all by the author and are beautifully reproduced by four colour photogravure. The page size is only 5" by 7" and the 147 photos are mostly arranged two to a page, but this does not detract from their beauty. The author has divided the photos into 6 movements: Prelude, Locomotives on Shed; Scherzo, Locomotives at Work; Nocturne, Locomotives at Night; Episode, Locomotives in Industry; Funeral March, Locomotives in Decline; Finale, Locomotives in Scrapyards. The author chose this arrangement to bring out the magic in steam locomotives. Each of the photos is carefully framed and exposed to bring out the mood of the place and time. The locomotives and scenes shown are mainly British but French and West German locos are also shown. Each of the types photographed is described in short notices and other details of the steam locomotive preservation scene in Britain are included. The photos are so good that I feel like throwing my camera away after reading this book.

J.J.B.

SPECIAL ANNOUNCEMENT!

The publishers have great pleasure

in announcing the reprinting of Issue No. 1 of the Australasian Model Railroad Magazine. This monumental project HAS BEEN COMPLETED and we have a limited number of this collector's item in stock. As a special service to you, our valued readers, we are offering it for sale at 75 cents (including postage and packing), or 50 cents to members of SCMRA.

Printed on high quality glazed paper and maintaining full clarity, this much sought-after magazine is now available from the publishers.

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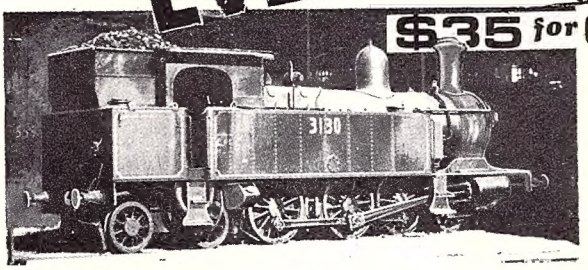
Start early and you never miss out. It pays to order in advance with deposits. Don't miss any of these Specials!



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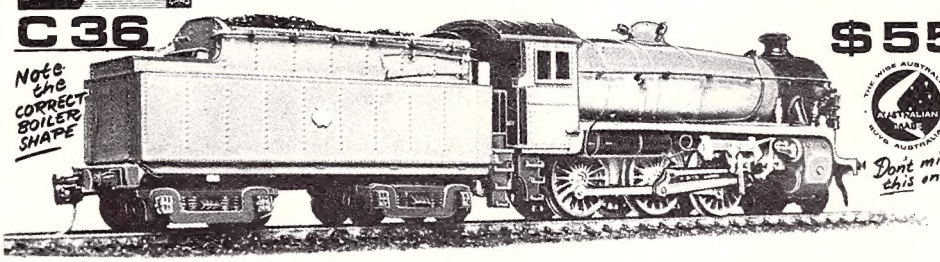
4-6-4 tank, brass and cast Protype-metal. Kit with fly-wheel drive and full rivet detail. No soldering. Free transfers for your own railway. Numerals, etc.

PROTYPE

C 36



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LLV, VLX, BCH, BDX
WGX, BHG, BCW, VLX
BX ("Dog Box")

$45.00 Z-19 Loco Kit
$55.00 C-36 ,, ,,
(Available Shortly)

Dummy Knuckle Couplers
Vents, Coach Dynamos
Circuit Boards, Styrene
Sheets, B.A. Screws, Etc.

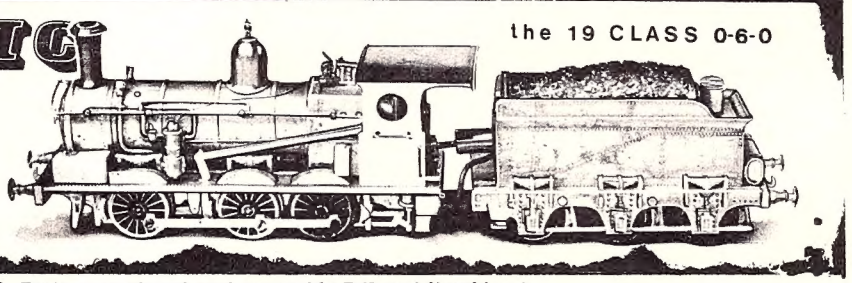
BOGIES $2.90 each: Passenger 2AF, (Dean) 2AM, 2AD, 2AN, 2AA,. Freight 2AE, 2AQ, 2AT
Loco 50-57 Tender Bogies.

REMEMBER THIS ADV.? SEPTEMBER/OCTOBER, 1970

AUTHENTIC

the 19 CLASS 0-6-0

Dear Modeller,
AT LAST we've come of age in this great land; we have awakened to our unique heritage and the tabulation of facts and the collection of all things Australian has become almost a crusade. As with all her facets of Australiana Australians are now king and modelling Australian railways Prototype. not?.... ve have a unique background to our eloped from Old English and early ...d now ...ing the world in ...coloured



Protype promised an authentic Z-19 in 1970 - Protype produced an impeccable Z-19 and it sold out.
Now we bring you a much-awaited re-run of the Z-19. Only a few at $45 ea. First come—First served. Write today.

Send money with orders, today or write for LISTS.

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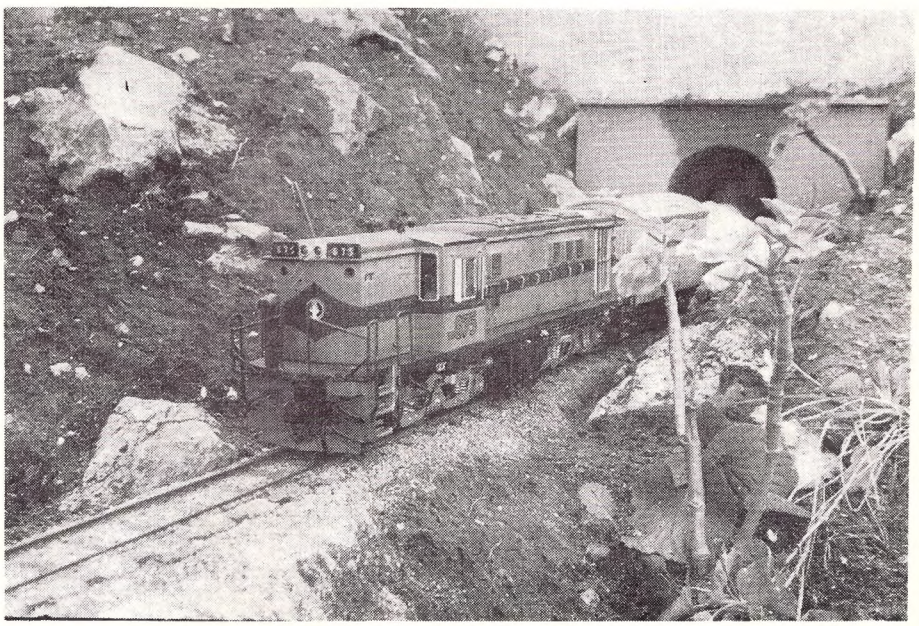
ROCKERY RAILROADING

RALPH HOLDEN

The South Australian Railways Eyre Peninsula Division is now in its sixth year of unfinished operation! The prototype it follows is the S.A.R. government railways in this part of the state. This is a 3'6" narrow-guage system of some 400 miles of single-line track, built in the early 1900's to convey grain to the busy sea-terminal of Port Lincoln, and as a general freight carrier.

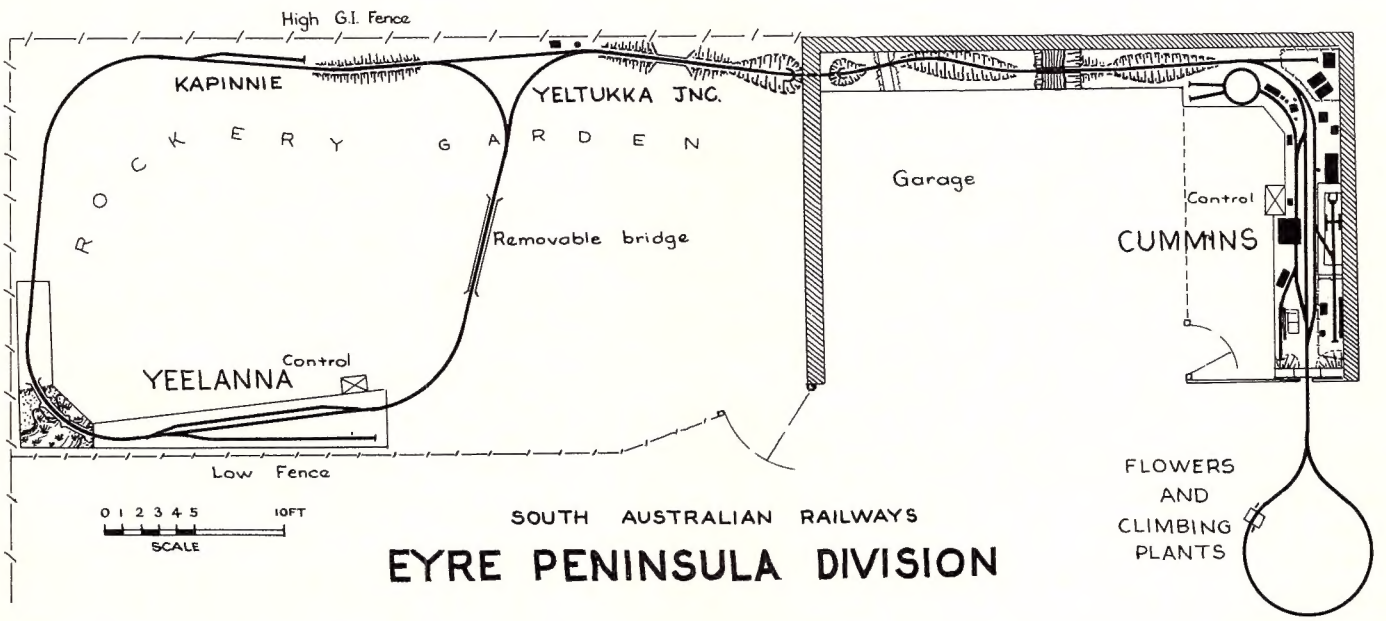
The indoor-outdoor layout is built to a scale of 3/8" to one foot (1/32nd scale), using 1¼" track width ('O' gauge). It is entirely scratch-built with the exception of wheels, gears, and electrical components. The plan is in the nature of a dog-bone, with two separate control panels. As it is normally operated by one driver only at Cummins, a little bit of fancy electrics has been necessary to couple the two controls when used in this manner.

The track is hand-laid with code 150 rail upon masonite battens, which in the external sections are screwed to 3" x 2" bearers resting upon posts. The "rockery" was then built up around it as time and botanical knowledge allowed. The rail is liberally sloshed with oil and CS-26 at regular intervals to keep all in working order.



Photos by R. Holden

No. 875 emerges from Mt. Hope tunnel, which passed through a solid limestone wall to allow trains to pass from the garage to the outdoor loop.



Rolling stock is made from brass sheet, and so is naturally a bit limited in number because of the time involved in this and other constructions. The couplings used are of the "hook and plate" type as on the prototype — sometimes called "choppers" through their rather unhappy reputation. The many corrugated iron buildings have been made from the flattened sides of the tins of a popular brand of soup which considerately markets its products in such usefully corrugated cans.

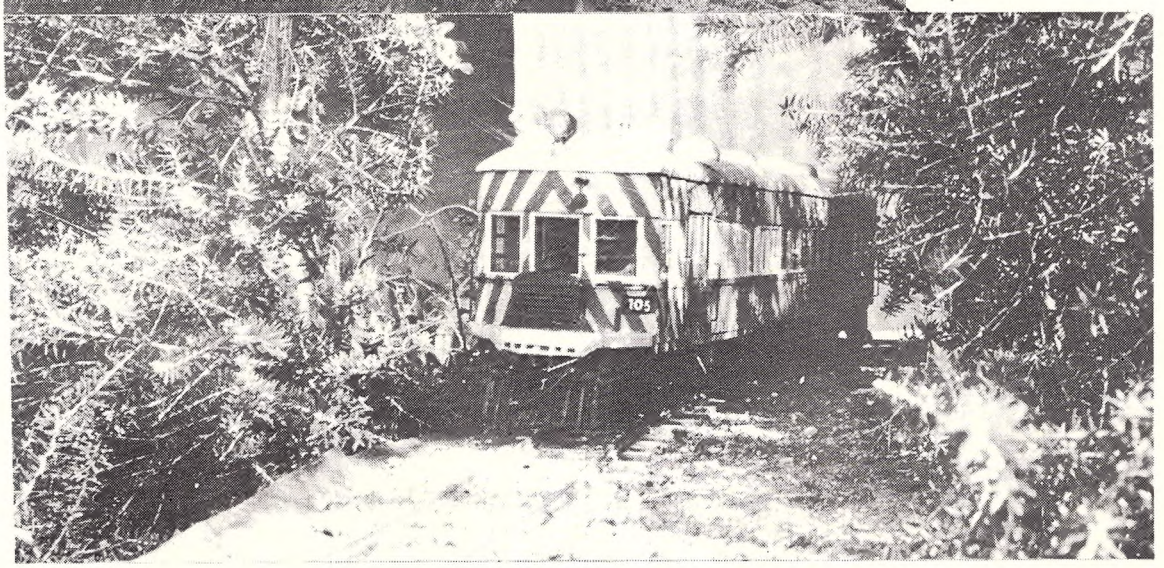
The S.A.R.E.P.D. has one claim to a place in model railway history — it being (I'm fairly sure) "The Only Model Railway in the World with Deep Drainage". As part of the outside trackwork lies over an abandoned toilet pit, a drainage system was devised to run water from the lower parts of the layout into this — thus ensuring no strikes from trainmen with wet feet in winter.

The "Last Spike" ceremony has unfortunately been delayed for about 12 months due to a shortage of Code 150 rail. At last an overseas source has been found, so that Great Occasion may not now be too far in the future.

A mixed freight approaching Yeltukka from Kapinnie. The branch to the left leads across the high trestle to Yeelanna.

The mixed freight churns up the Yeltukka Bank.

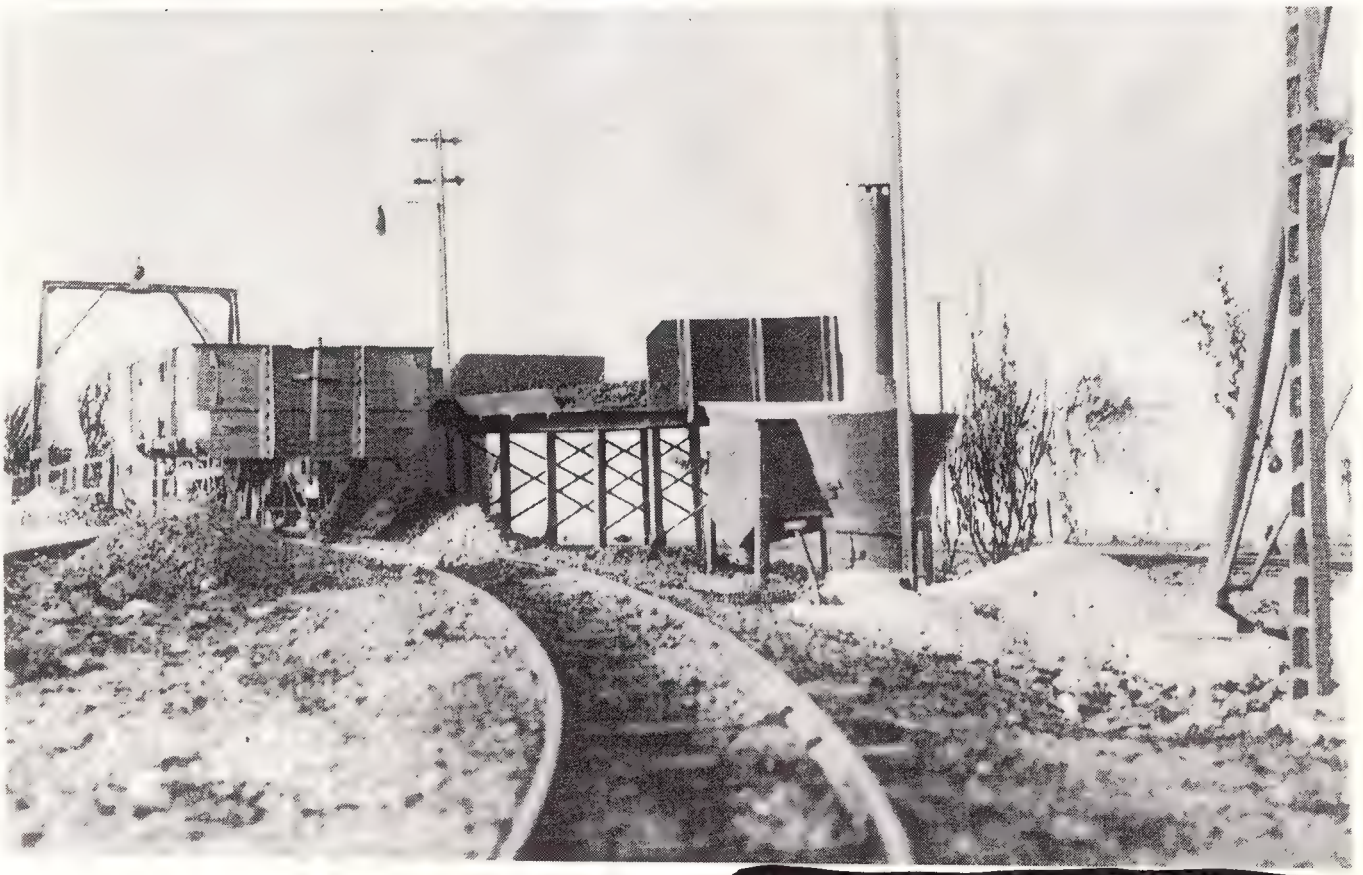
The railcar at Cummins station.



The railcar on the tight return loop outside the Cummins yard. This is elevated on posts, and rapidly becoming overgrown with shrubs and creepers. For the sake of timetable operation, it is considered to be the "Port Lincoln" section of the layout.

CUMMI
103

A quiet moment at the coaling stage. With the advent of diesel power these facilities now see little use.



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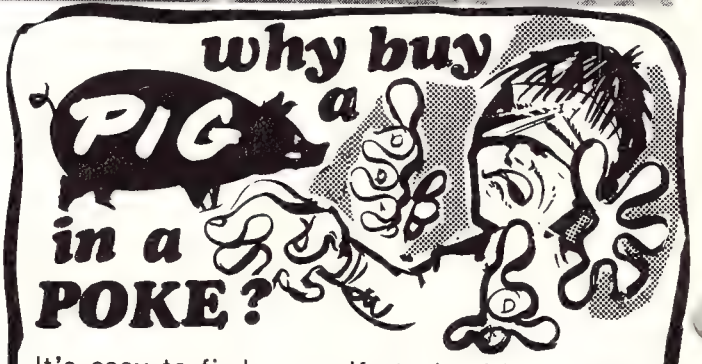

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A72

DC - AC STYLE

RON BAYLEY

No doubt there are members of many clubs that have locomotives powered by R.C., but who wish to run them on D.C. club layout – but cannot.

I found myself in such a position, and as I normally model "Marklin" R.C. and not wanting to purchase a D.C. locomotive I set about to convert one of my R.C. locomotives to run on D.C. The difference between the R.C. and D.C. motors is that the R.C. has a wound field coil and the D.C. a permanent magnet.

The locomotive chosen was a Marklin 3036 although any Marklin R.C. locomotive with a D.C. counterpart in the HAMO range would simplify matters.

Firstly the motor was cleaned and serviced. The driving and trailing bogies are dissembled and the wheels on one side of each bogie (same side of locomotive) are drilled out to be insulated by say, plastic spaghetti with an internal size equal to that of the axle.

The best way found to do this is by tacking, very lightly, the wheels to a dressed piece of timber and using a vertical.

The axles are then reassembled with the aid of "Araldite" but the bushes must be firm beforehand.

Before assembly obtain and fit nylon spacer washers on all isolated wheels so as to avoid short circuits. Drill with a bit just under the external diameter of the spaghetti bush. A drill stand is recommended as it is the best way to keep the new hole at right angles to the wheel.

The Marklin R.C. contact shoe is exchanged for one of the D.C. types which rubs against the insulated wheels. These are a direct replacement and will fit where the R.C. shoe normally sits.

The next modification was to obtain and fit a miniature slide switch on the undercarriage of the locomotive so that the locomotive may be used on either R.C. or D.C. In the D.C. position as shown by the diagram the reverse solenoid and switch mechanism are disconnected and replaced with diodes. This enables the locomotive to reverse on D.C. automatically and reduces current drain as the solenoid field is disconnected.

The above switch may be obtained through a radio spares shop but the one used was a replacement part for a Ferris brand car radio polarity change over switch, costing about $1. The switch being 3 poles single throw type.

The diodes are of the miniature silicon type and 4 of the same number should be obtained, 2 for the motor and 2 for the lighting.

A diode which would comfortably handle 1–2 amps at about 15–25 volts would be satisfactory and can be purchased at a very reasonable price.

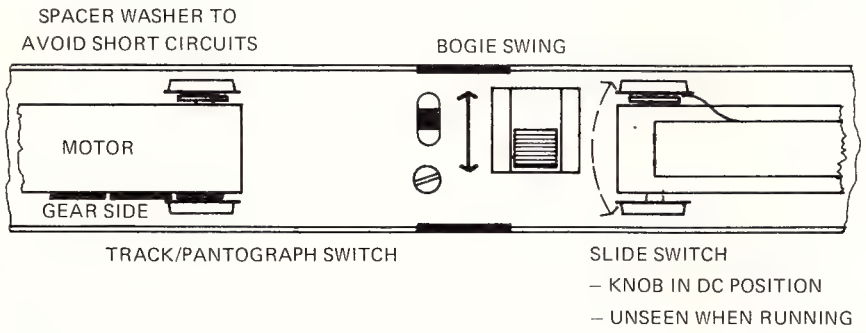
The diodes for the motor are placed back to back and will only conduct in the direction of the D.C. flow. One only at a time. Connect the diodes to the motor first to obtain direction of locomotive travel then connect the lighting diodes so that one conducts in the direction of travel if the locomotive is double ended. (2 cab type.)

Note that the diodes are in circuit at all times for D.C. and R.C. When used on R.C. both lamps on either end of the locomotive will light as the diodes will conduct on each ½ A.C. cycle. On D.C. of course they will only light in direction of travel.

A locomotive with a bigger set of laminations and fields is recommended as these are more sensitive and as Marklin A.C. run on 16V, most D.C. setups are 12v and therefore a slower speed would be obtained. Although this conversion was carried out with the smaller type Marklin field and armature assembly, performance was found to be very good. A larger motor would compensate for the lower voltage D.C.

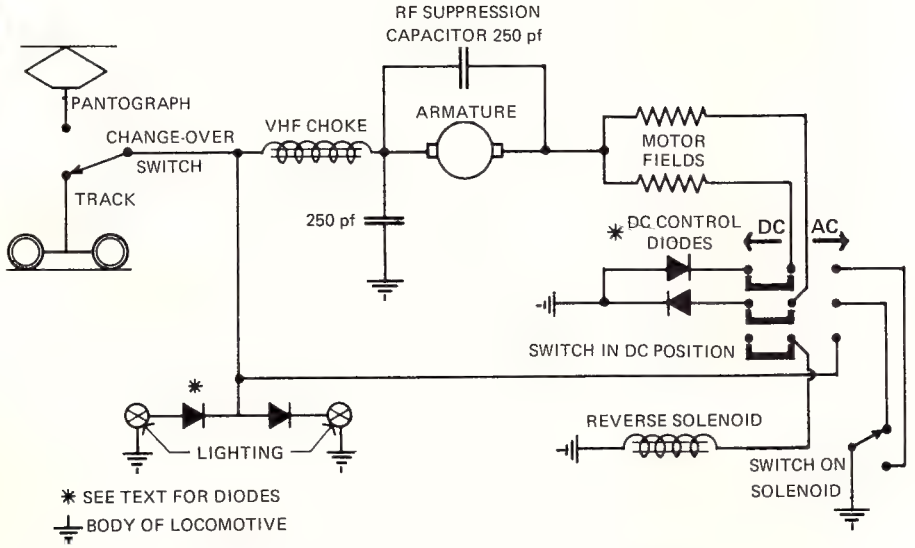
Should anyone have problems with a conversion I would be happy to help out.

Current drain on D.C. at 12V. was a little under ½ amp with lighting but this could vary depending on motor used, etc.



TRACK/PANTOGRAPH SWITCH

SLIDE SWITCH
– KNOB IN DC POSITION
– UNSEEN WHEN RUNNING



CIRCUIT FOR AC – DC MARKLIN LOCOMOTIVE

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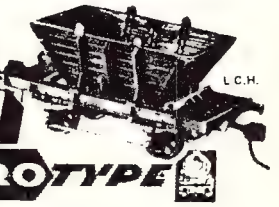

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N GAUGE NEWS has a lot of helpful hints on this scale, plus pricelists of the wide range in stock. Send 12¢ for sample copy. The issue now in hand charts suggested Standards and Clearances.

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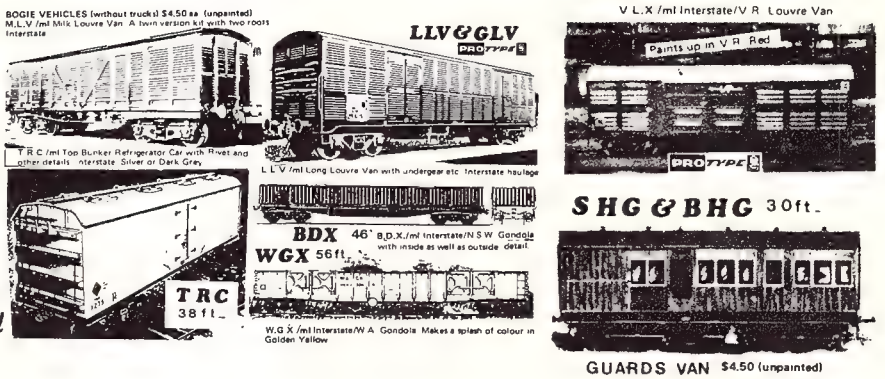
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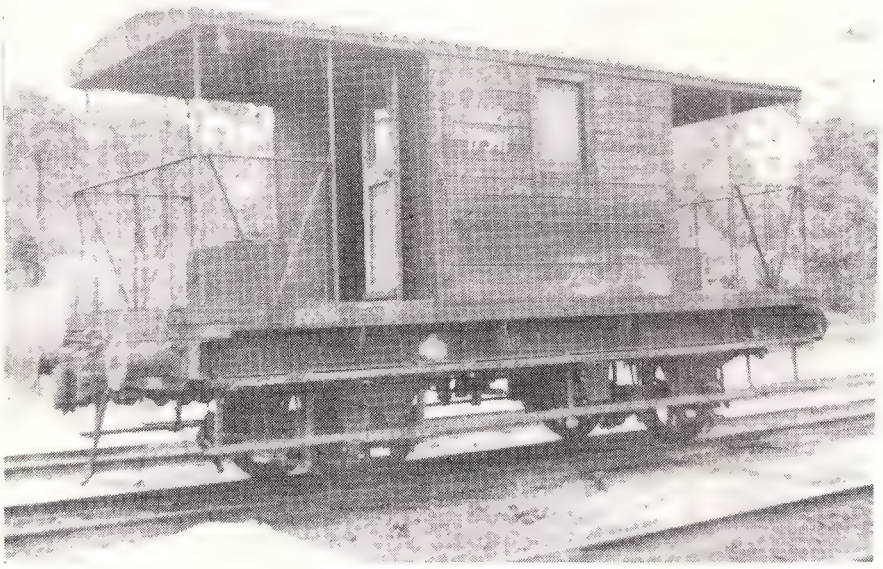
prototype plan



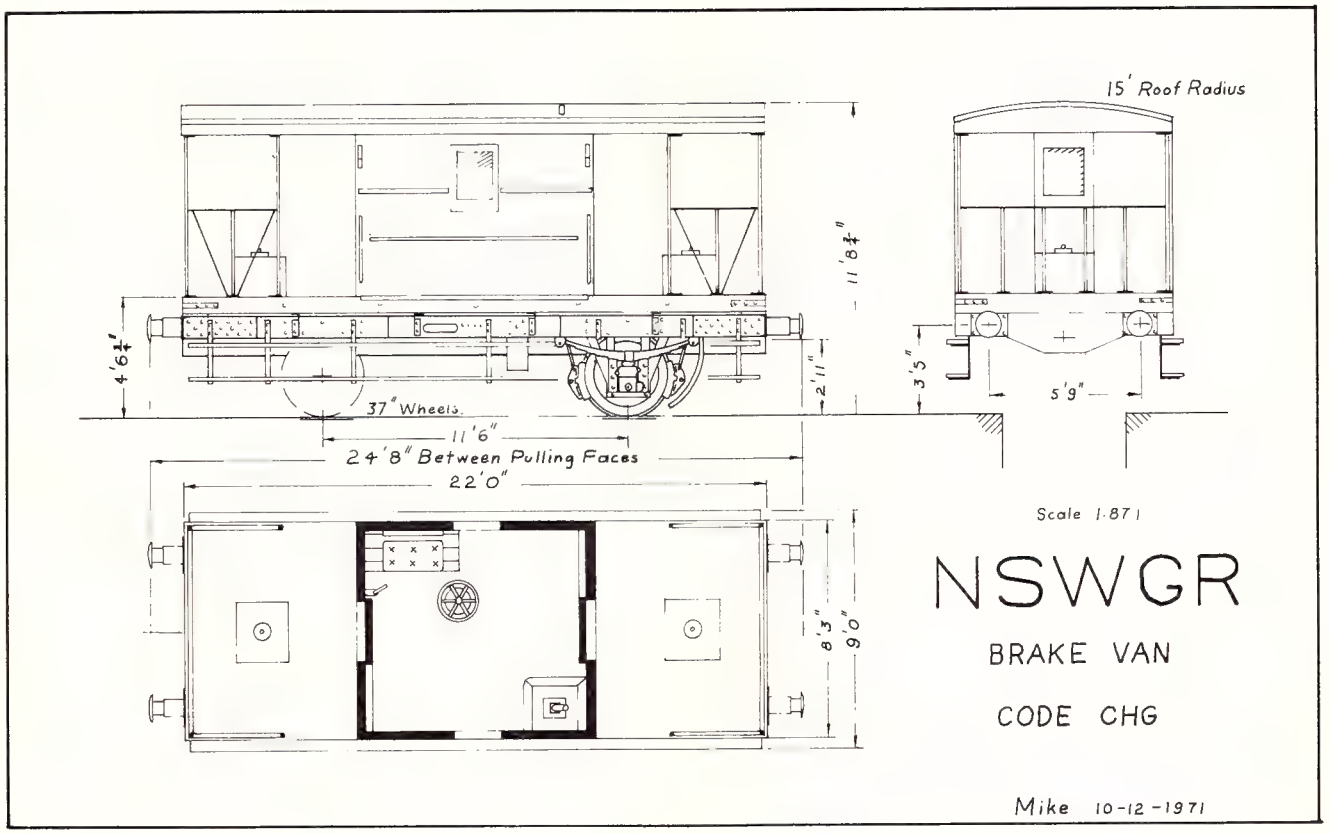
NSWR CHG BRAKE VAN

This issue our plan is a New South Wales Railways CHG guards van. These vans were built for non-air braked trains. All are now confined to local trains, mostly coal, in the Newcastle area. Some are closely coupled in pairs to provide the extra braking required on long rakes of non-air wagons.

As originally built the cab sides were 6 inch T & G boards, and the doors opened out. There was a gap in the bottom foot board to make axle-box maintenance easier, this was altered presumably for safety reasons. Drawhooks and longer buffers were standard equipment. The box on the end platform is for sand which is piped to the wheels to increase braking efficiency.

The same design was used on private coal railways in the Newcastle area.

Photo by John G. Beckhaus
Plan by Mike Hadden.



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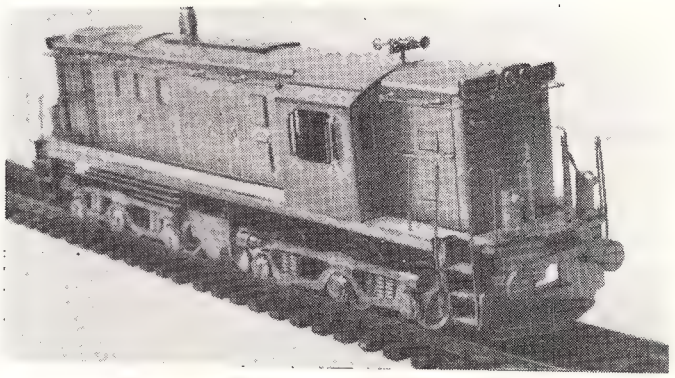
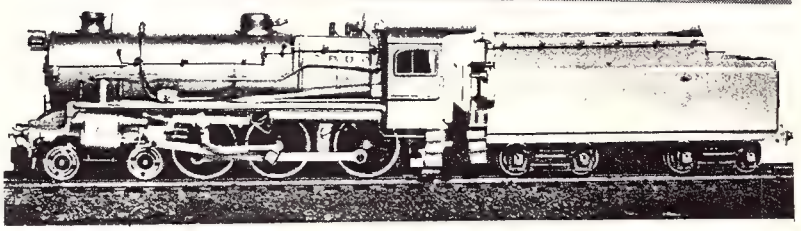
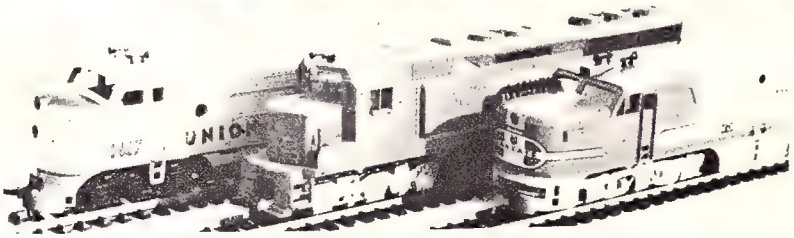


HO model of N.S.W.G.R. 48 Class diesel, to be released about April. Price $67.50. A DUMMY UNIT WILL ALSO BE AVAILABLE for $56.50.



HO model of N.S.W.G.R. C36 Class in 3.5mm scale R.T.R. Unpainted. Australian price $76.95. Available in two versions — round boiler or Belpaire. Painted $16 extra.



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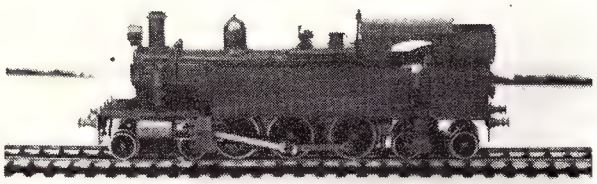
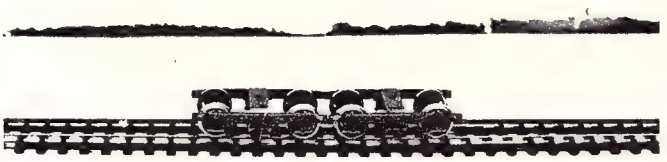


Also a glimpse of our 4th model, the 30 class tank loco, to be released about August, 1972, price approximately $67.50.



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MOUNTAINS AND SCENERY FOR NEXT TO NOTHING

BERT TOOGOOD

Many books have been written on the subject of scenery and it is not my wish to disparage these works. However, one finds that authors tend to dwell on the use of plaster as the covering medium. Modellers living in large cities possibly have easy access to suppliers of plaster, whereas modellers living in small country areas are not so 'fortunate'. Because of this, I have experimented with waste products to create scenery on Cape York Lines, and pass on my findings and methods to other modellers.

The materials I use are common sawdust from a bench saw, waste paper tissue used as packing in parcels, broken pieces of coolite (expanded polystyrene) found on beaches, dumps, etc., plus aquadhere, water, detergent and a small amount of Kibri flock and PVC paints to touch up.

MOUNTAINS

Visualise the finished product, imagine the heights etc., and mark out the area on the baseboard. If using uprights, old pieces of packing case or coolite can be screwed or glued into place and wet rolled up newspaper used for body. From the risers or uprights drape masking tape down to the extreme edges of mountain making a rough outline of the terrain. Then into a large bowl or plastic basin, mix aquadhere and water; one part aquadhere to three parts water (half cupfuls are ideal). When milky, put in some detergent; a tablespoon to the half cup measure seems ideal. Have ready your strips of tissue paper (toilet paper of the Kleenex tissue type would be suitable) place paper in bowl and wet thoroughly, then place on masking tape, commencing from the top. Repeat this method until the whole area is covered by three layers of paper. Each layer should be hand smoothed to get a good bonding effect. Should you wish to have a rocky outcrop on the mountainside, now is the time to place chunks of coolite in situ. Put aquadhere on the coolite, force the coolite through the wet tissue until it is sitting on the crumpled newspaper underneath, pour a small amount of aquadhere round the coolite where it joins the tissue paper, leave it be. Now for the sawdust.

The sawdust I use is gathered from a carpenters fine tooth bench saw, I prefer sawdust of a brown or red hue rather than light coloured. I daresay that any source of sawdust, such as a sawmill, furniture manufacturing business, joinery works, could be explored. I sieve the sawdust through an ordinary fine mesh kitchen sieve (cost me a new sieve for the kitchen). Perhaps it is called a coffee strainer, anyway it is about five inches across the top. I shake the sawdust into an old plastic icecream container and when enough is obtained I sprinkle the fine sawdust over the wet tissue paper letting the sawdust find its own levels. This is followed by spraying each coat of sawdust with a fine spray of aquadhere, water and detergent, one part aquadhere, one part detergent, six parts water. It is very important to spray well so that all the sawdust is wet. Following about three covers of sawdust, you can now detail your mountain or ridge by placing a heavy coat of sawdust here and there to form your valleys, washouts, etc. Brush away the sawdust on the exposed coolite rocks but blend the sawdust with base of the coolite. Spray well with a fine mist spray. Whilst the sawdust is wet, I sprinkle fine 'Kibri' green flock over the mountain, at the base of the rocks, etc. to stimulate grass cover, spray again and touch up where needed. Leave for twenty four house to dry, then clean the track with a Peco rubber or whatever you normally use.

For painting I use a grey PVC paint to colour the rocks varying the shades by the addition of white or black. Lighter colour to the top. Sawdust can be dyed with Gilseal dyes and cheap grass, etc., produced in this manner.

I use the same system for making embankments. The beauty of this method is the cheap outlay and the effect of using natural commodities. The creation dries firm and hard within forty eight hours. The colour is just right for Australia's red soils and I am sure the experienced modeller could simulate spinifex, Grass trees or any other scrub cover. Mountain cuttings look natural without the addition of colour.

Incidentally, the fine sawdust dyed with Gilseal grey dye makes excellent ballast and is quite safe when set down with the aquadhere spray. Follow the directions when using the dye.

Joining The Southern Cross Model Railway Association? Then write for application form to:

THE SECRETARY, S.C.M.R.A.
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on the cover

"No. 875" refuels at Cummins. It rather appears that the camera-man has unintentionally caught a couple of fettlers in the middle of a slight dispute in front of the gang shed.

Photo by R. Holden

When writing to advertisers say you saw it in A.M.R.M.

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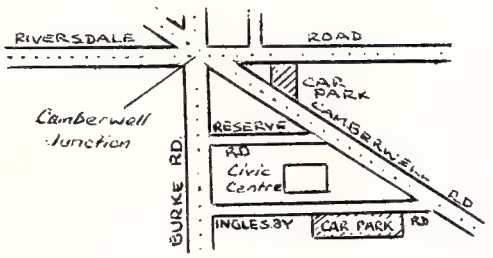

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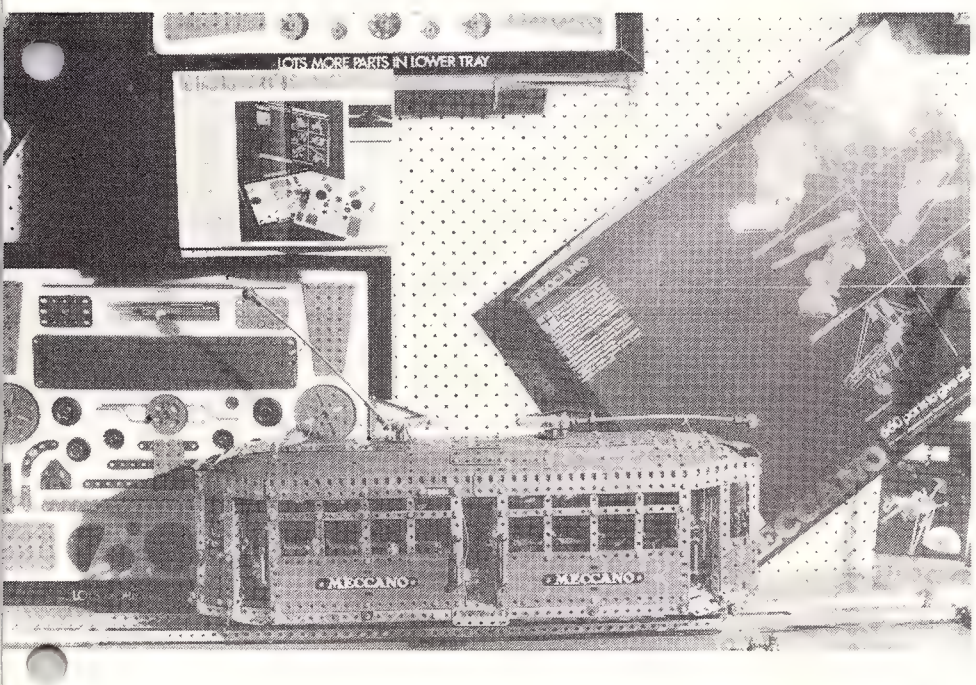
SEVENTY YEARS OF MECCANO

K. McCARTHY

During August 1971 the Lines Bros. group of toy and model manufacturers in England announced their intention to go into liquidation. Lines Bros. were known for such items as Minic, Triang and Pedigree products and since 1965 they have also produced the Dinky Toy, Meccano and Hornby lines. Unless some economic reconstruction takes place, these well known trade brands will fall victim to American, Japanese and Continental competition.

The possible demise of these household toy names was the subject of several news items in Sydney during August. On August 25th the ABC-TV daily programme "This Day Tonight" featured a nostalgic segment on Meccano-Hornby products, where, amongst other gems, "O" gauge Hornby trains and Meccano sets from the early 1920's received prominence, whilst on August 29th the Sunday press carried details of the planned liquidation.

During 1970 an automated model of a Sydney "R1" type tramcar, made from Meccano parts by Mr. Colin Campbell of Beverly Hills, N.S.W., appeared on TV and at various toy displays and model exhibitions. When discussing features of this model with others in the tramway and railway historial and preservation groups and with people associated with model railway societies, it was surprising to find that the great proportion of our ranks had the initial seed of interest sown when we received our first Meccano set or Hornby train at a young and tender age. With this in mind, this brief history of the Meccano Company is presented to record the undertaking's 70th., and possibly its last, anniversary.



Sydney "R1" type tramcar of fully automatic working built, by Mr C. Campbell, for the 1970 Sydney Toy Fair, from Meccano parts.

Origins

The original idea of the Meccano construction set was devised by Mr. Frank Hornby. Frank Hornby (1863-1936) was employed as a chief clerk in a Liverpool meat importing business between 1887 and 1907, and his leisure time was occupied by his interest in mechanical hobbies. As a vehicle to interest and develop the talents of his two sons, Roland and Douglas, Mr. Hornby developed during 1901 a construction toy whereby a range of models could be assembled and taken apart by a combination of nuts and bolts, perforated strips, axles and wheels. The system worked so well that the first English and Foreign patents were taken out during that year.

Retailing possibilities were investigated, but without success. Fortunately a Professor of Engineering at a Liverpool engineering college recognised the value of the system and, on his recommendation, financial assistance was obtained to enable the idea to be commercially produced. These early construction kits, believed to be available in three progressive sets, were known as "Mechanics Made Easy", the parts being produced by contractors as well as in a small workshop in a shop in Liverpool. On September 14th 1907 a new name "Meccano" was registered and a Limited Company formed with Frank Hornby as Chairman.

As the popularity of these Meccano sets grew, the factory moved to larger premises in West Derby, Liverpool, but these too soon proved inadequate so the purchase of a large factory complex at Old Swan provided a permanent home for the industry at Binns Road, Liverpool 13.

Hornby Trains

Prior to World War I, tinplate toys and model trains were largely constructed in European factories to British designs for the Empire market. The Bing Brothers in Germany and Georges Carette in France were two such firms popular on the British markets. During 1915 Frank Hornby extended his range to include clockwork "O" gauge toy and model railways to cater for a demand that could no longer be supplied by Continental manufacturers.

As with the Meccano sets, the railway range soon extended into a complete system with many trackside accessories in addition to rolling stock and tinplate track. Prior to the grouping of the many railway companies in Britain, during 1923, into the four major undertakings, the majority of Hornby "O" gaug rolling stock carried the LNWR, GN and MR initials while some of the smaller locos carried the symbol "M.L. Ltd" (Meccano Lines Ltd). Rare items were painted and lettered for the LB & SC and Caledonian Railway companies while it is possible that some examples of the L & Y lines existed. After 1923 some rationalisation of the Hornby range was possible, but it seems that the Southern Railway examples were later on the scene than the other three companies.

Lionel of New York produced electric propelled trams from 1904 and railways from 1906 and Ives of Connecticut entered the electric model field in 1910, but the Hornby "O" gauge electric trains did not appear on the Australian market until around 1927. The first electric item was a model of the London Metropolitan electric box cab loco available in two electric sets as well as a clockwork version. One docile electric model worked on three rail track from a 4 volt accumulator, but the other functioned from 110 volts! To break down the lethal Australian 240 volts (either AC or DC) to 110 volts this train could be operated in series with a fixed resistance or wired in series with a 110 volt 60 wat globe. Needless to say the 110 volt model was only available on the Australian market for two or three years.

Although late on the scene with the

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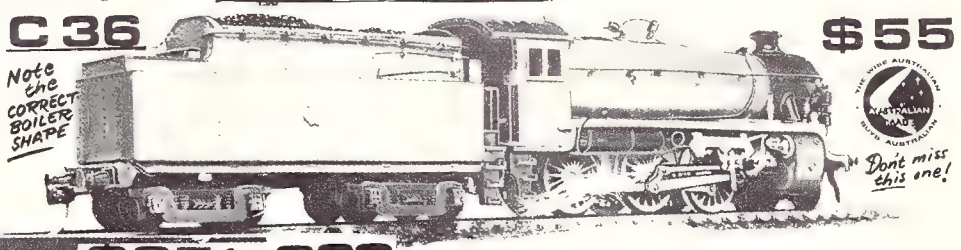

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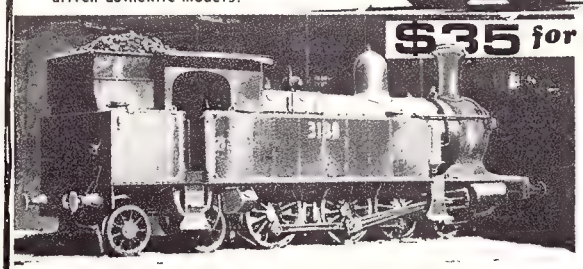

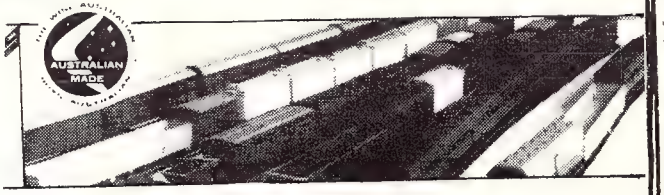

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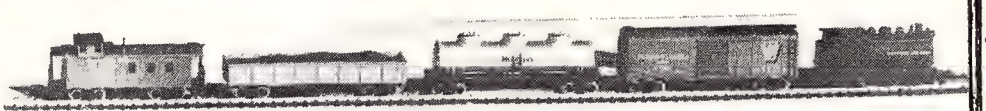

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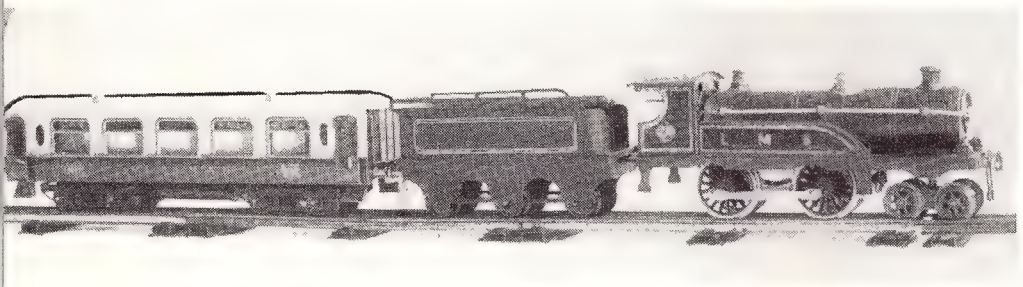
introduction of electrically operated railways, 4 volt electric motors were available to power Meccano models as early as 1916.

Due to wartime restrictions, Hornby "O" gauge trains did not appear in any great volume until 1919 and these early items can be easily identified by their nut and bolt assembly, rather than the later bent lug system, and the plain, unembossed, axle boxes.

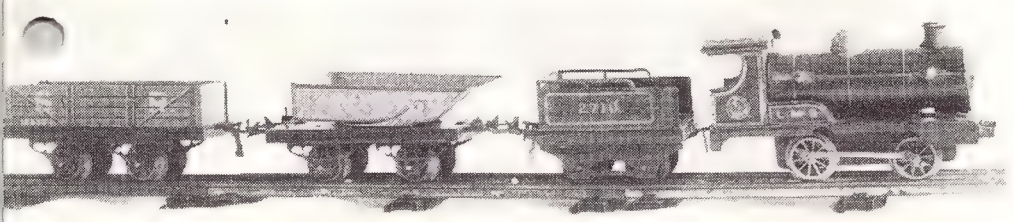
By the mid 1920's the "O" gauge clockwork range had extended to the following:-

No. M — Tin printed, 0-4-0 tender engine non reverse until 1928
No. 0 — 0-4-0 tender loco. No. 2710 (M.L. Ltd.) non reverse until 1929
No. 1 — 0-4-0 tender loco. No. 2710 — Companies until 1929
No. 1 — 0-4-0 tender loco (6 wheel tender) No. 2711 until 1931
No. 2 — 4-4-4 tank loco 1929

These sets were obtainable in both goods and passengers models. The number 1 and 2 locos were available with the "Hornby Control System" as an optional extra. With this system, the clockwork locos could be gradually brought to a stop and then restarted without having to touch the model. This operation was carried out by a straight control rail, 1½ times the length of the ordinary straight length of track. Between the running rails, a length of tinplate, rectangular in section and looking like an electric third rail, could be moved laterally by means of a bell crank mechanism. When a "control system" loco entered this rail, the gradual sideways movement would press against a trip under the loco and this in turn would control the governor thus bringing the train to a gradual stop with the 15" length of the rail. This device disappeared from the Australian catalogues in 1929 when the range of electric models was gradually expanded.



Hornby No. 2 clockwork LMS loco and bogie "Pullman" car of circa. 1927 manufacture. K. McCarthy collection.



"O" gauge Hornby type "O" tender loco (mounted on a temporary chassis) hauling an early rotary tip truck and goods wagons of the 1930's. K. McCarthy collection.

Dinky Toys

The first Dinky Toys, known as "Modelled Miniatures" appeared in the 1933 Australian Christmas catalogue as a minor collection of die cast motor cars, trucks, tractors and military vehicles lumped together with the metal station staff figures, pull-along train sets and farmyard animals. In the 1934 catalogue these vehicles were renamed "Dinky Toys" and by 1935 the initial six items had been jointed by ambulances, vans, petrol lorries as well as a tram and bus model. The ever changing range of Dinky Toys has continued up until the present time.

to be continued in next issue

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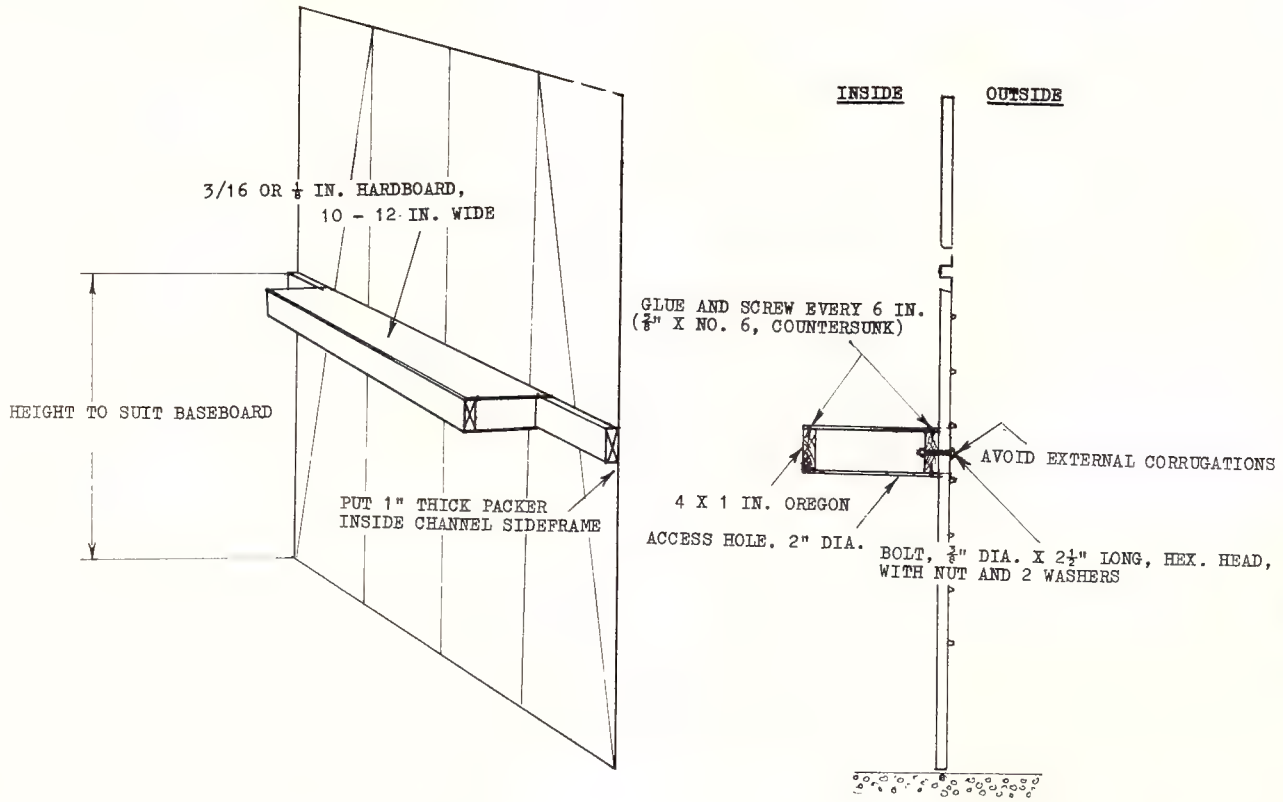
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HEIGHT TO SUIT BASEBOARD
PUT 1" THICK PACKER
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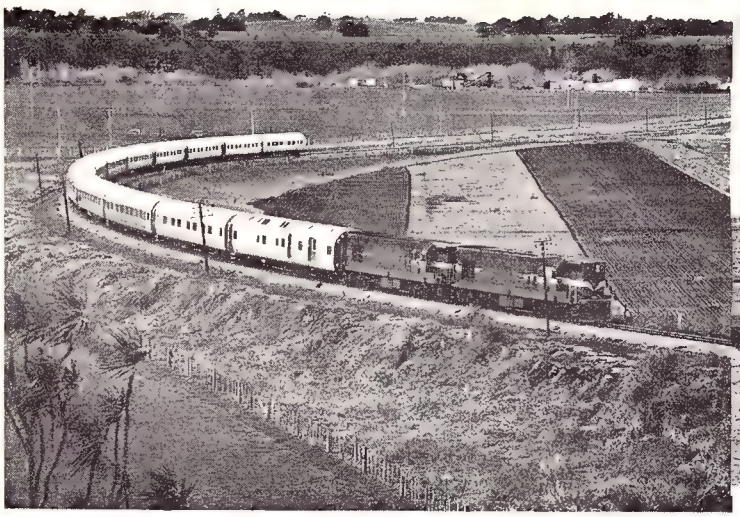
INSIDE
OUTSIDE
GLUE AND SCREW EVERY 6 IN.
(⅞" X NO. 6, COUNTERSUNK)
AVOID EXTERNAL CORRUGATIONS
4 X 1 IN. OREGON
ACCESS HOLE. 2" DIA.
BOLT, ⅜" DIA. X 2½" LONG, HEX. HEAD,
WITH NUT AND 2 WASHERS

FIG. 1 : STIFFENING BOX FOR TILT-A-DOOR

NZR "Silver Star" sleeping-car service



New Zealand Railways *Silver Star* sleeping car express behind two Da class diesel-electric locomotives near Marton on the Wellington-Auckland run. The service was inaugurated in September, 1971. Six days a week, Sunday to Friday inclusive, air-conditioned sleeping-car trains leave Auckland and Wellington at 8 p.m., arriving at opposite terminals at 8.30 a.m.

The NZR *Silver Star* stock, built in Japan for $3.5m., consists of 12 twinette sleeping cars, 12 roomette cars, three buffet cars and four power and luggage vans. The diesel-generator sets in this power van produce power for all on-train requirements air-conditioning, water-heating, cooking and lighting.

FULL TILT LIFTING SECTIONS

IAN MACFARLANE

A wonderful thing is the Tilt-a-dor! Its only trouble is that it has to be opened to shunt the family Holden in and out of the layout room. Whereupon two unpleasant facts confront the model railroader.

The first is the appalling gap that most Tilt-a-dors span: a minimum of eight feet, and often twelve feet or more. Try manhandling and storing a removable section of this size, and you'll know what most layouts that share a garage with a car tend to be U-shaped, and rather bitter and twisted in consequence. Bitter as regards crossing-loop length; twisted at the corners. The second unpleasant fact is the impossibility of using traditional double-leaf drawbridge techniques to space the Tilt-a-dor's gap. I used hinge-up flaps, each five feet long to close the ring in my previous garage, but I soon found that they fouled the roof tracks carrying the top of the Tilt-a-dor. Now is there usually adequate clearance between most track levels and an eight foot ceiling.

The solution is a simple one — to carry your tracks over a lifting section that is part of the Tilt-a-dor itself. Consider: the Tilt-a-dor is made of steel, which doesn't warp. In the vertical plane, it's incredibly strong. Because it's suspended on a stout linkage with close-fitting pivots, and because it was professionally installed by the Tilt-a-dor man, it aligns itself exactly — within 1/32 in. — every time it shuts. And finally, unlike most lifting sections between layout shelving, it is set in a steel frame that's as solid as a building its bolted to.

The only problem with abusing a great invention in this way is that Tilt-a-dors are thin, flexible creatures.

When they're shut and the wind blows they ship, inviting a realistic HO-size reenactment of the Tay Bridge disaster. And why they are raised, they say — over an inch, in the case of my 12 ft. wide specimen. Stiffening the Tilt-a-dor before it is fit to carry model railway traffic is a must.

The Tilt-a-dor people sell a neat, inexpensive little stiffening kit which uses steel strap and A-frames. When the door is up, it works after the fashion of the truss rods on an old railway carriage underframe. This reassures most citizens troubled by sagging Tilt-a-dors, but it will not, alas, meet the requirements for a model railroad. You need positive stiffening against whip, and you'll have to play ducks and drakes with your Tilt-a-dor guarantee in order to achieve it.

What you do is stiffen the door and provide a lift section by building a stout, light structural box-girder at slightly below rail level. On this shelf you fit your sub-base, tracks, and trains. Connections to the floorbound parts of the layout on each side of the door are made by entirely conventional hinged or removable sections, aligned and secured by traditional means. The Tilt-a-dor section is electrified by a plug and flex.

I built a 12 in. x 4 in. box to stiffen my 12 ft. wide Tilt-a-dor (see Fig 1) and to all intents and purposes it is deflection-free. In retrospect, a 10 in. x 4 in. box would certainly be ample for an 8 ft. door. The wider the "shelf width" dimension of the box, the more rigid it will be, but the more it will hang down from the raised door and therefore enroach on headroom. You should, therefore, check the vertical clearance between the roof of your car and the raised Tilt-a-dor before selecting the shelf width dimension. You'll probably have to duck slightly in any case and if your car is a VW Kombi with a roof rack, you'll find that this article is not for you. Check also the projection of your shelf into the garange as the Tilt-a-dor swings down to shut. Failure to do this may result in costly repairs to tail lights and panel work.

The strength in your box comes from its flange members, which are vertical when the door is closed. These are 4" x 1" oregon, rough-sawn but dead straight and free of knots, splits, etc. Tell your timber merchant that you want structural quality. You need one piece equal to the door width, another about 2 ft. shorter and a third 6 ft. length to saw up into end closure, stiffeners and packing pieces. The top and bottom surfaces are 3/16" Timbrock or masonite; 1/8" would be just as effective and save weight. Most timber yards will saw up a 6 ft. x 4 ft. sheet into four 6 ft. x 1 ft. strips faster and more accurately than you can, for a dollar. The box is attached to the door by 3/8 in. dia. x 2½ in. long hexagon, repeat hexagon, head bolts with nuts and washers. The latter protect both the timber and the thin corrugated steel door panels from crushing.

Construction is simple. First mark the door where the box is to go, ensuring that the bolt holes will coincide with a flat section of the corrugated door panelling. (If they don't, lower the box slightly and build up the track base later). Drive a 1 in. thick offcut in behind the channel side frames of the door; unless you do this, tightening the bolts may deform a key member of the frame. The 1 in. deep tophat-section vertical and diagonal frame members are sufficiently strong in themselves. Offer up the inner 4" x 1" member, align it carefully, and clamp it in place. Then drill (from inside) a 3/8" dia. hole, right through oregon, each vertical and diagonal frame member and the corrugated outer panel. Test-assemble the bolts, and you now have a customer-fitted attachment around which to build your box. Mark it accordingly.

You then proceed to make the box itself, which is a straightforward carpentry job. Glue (Aquadhere, liberally applied) and screw (5/8 in. No. 6, steel countersunk every 6 inches) the top Timbrock sheets to the longitudinal members; take care to keep the thing straight and square. You now have a channel girder. Turn it over, cut and fit the cross-pieces at each end and at the middle, and fit the bottom sheets in place. You now have a box girder. Using a trepanning saw (otherwise known as a hole saw — it looks like a serviette ring on a spindle) drill a 2 in. hole in the bottom of the sheet beside each 3/8 in. bolt hole, so you will have access to the nuts. Close the door, offer the box girder up, and have an assistant push the bolts through, for you to tighten up.

You will be amazed how stiff your Tilt-a-dor now is and what a fine solid lifting section is ready for tracklaying.

But your wife will be appalled at how heavy the Tilt-a-dor has suddenly become from the weight that you've added. You must now adjust the counterbalancing springs (or ask the Tilt-a-dor man to do it for you). If you are not prepared to face a horrified Tilt-a-dor expert, as well as a horrified wife, proceed as follows.

With the door open, increase the tension in the counterbalancing springs by screwing up the nut in the hook bolt at the bottom of each spring. Test the door's action each time; it should lift itself about 45 degrees. If it doesn't, open the door, slacken off the nut and, using a G-clap and pinch-bar or some other fail-safe lever arrangement, tension the spring to unload the hook bolt. Have a fearless assistant remove the nut, gently ease off the spring tension and remove the spring. Take great care with all this and keep fingers, limbs and heads well away from those powerful springs. Remove the anchor bolt at the top end of the spring and replace it one hole further out from the central pivot that is fixed to the door frame. Replace and carefully retension the spring and re-install the hook bolt. The extra leverage gained from having the spring pull on a longer lever, coupled with the higher spring tension,will give a good counter-balance. Paint the exposed boltheads (or better, repaint the whole door), retire inside and fit a barrel bolt at the bottom of the door on each side. This essential safety device will prevent somebody on the outside from opening the door while a train is in mid-section.

The cost is under $1 per foot of Tilt-a-dor, plus base and track. The whole job took me about 10 man hours.

Remember that everything will be tilted over 90 degrees and subjected to considerable slams and shocks, and try to keep the weight of any scenery attached to the Tilt-a-dor down. Even here, though, you have some leeway. My Tilt-a-dor shelf carries a 7 ft. long prefabricated bridge and valley. I made it as a complete, unwieldy, and incredibly fragile subassembly many years ago and only by installing it on the Tilt-a-dor could I incorporate it in my layout. It is permanently bolted to the stiffening box and as a result our door has some pretty uptight tension springs. But it still works like a charm and I'm confidence that it will be many, many years before the Macfarlane's Tilt-a-dor goes 'GER-SPROINGG' in the dead of the night.

Which all goes to prove my opening claim: to the model railroader, the Tilt-a-dor is indeed a wonderful thing.

club car

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Anyone in the Southern, Central or Western Districts of Sydney interested in joining an N gauge club contact Hylton Shepheard or Les Csetuegi at 40 Roseby St. Marrickville, NSW, 2204, or Stephen J. Miller at 115 Fowler Rd., Merrylands, NSW, 2160.

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errata

The legend for the map on page 15 of the Nov/Dec 1971 issue should show a broken line for the 'New WAGR Northern Line' and not a full line.

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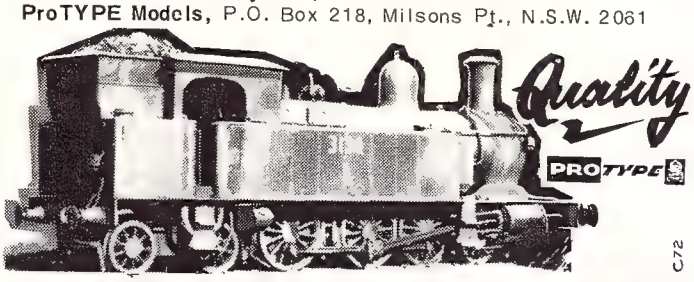

"Imitation is the sincerest form of flattery".

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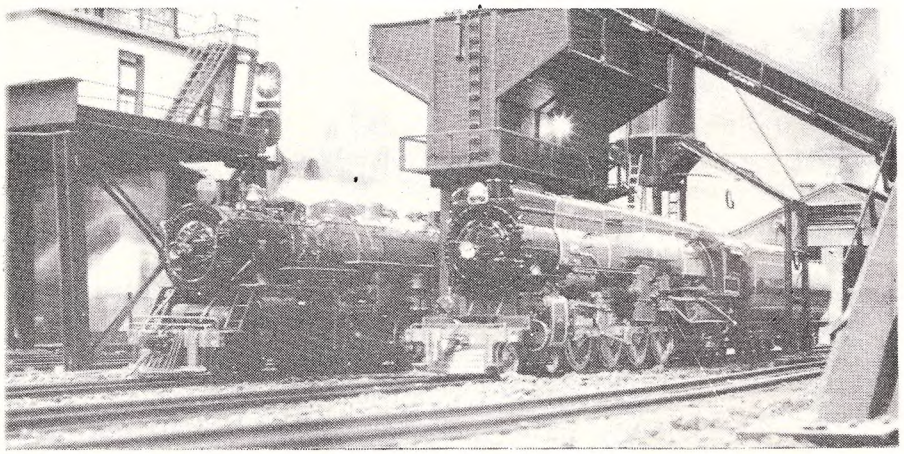
G72

YARDMASTER
BULLETIN OF THE SYDNEY MODEL RAILWAY SOCIETY



Ernie Stonyers new 4-8-2 and an ex A.T.S.F. mikado at the 0 gauge loco depot.

Christmas has come and gone for another year, and the Society again held a film night, many members with family and friends being present. The feature film was the comedy 'The Great St. Trinians Train Robbery', this was supported with railway films of local interest and cartoons. Thanks to projectionist Barry Milner, to Arthur Hall for the films, and to members for providing the soft drinks and supper.

O Gauge News

A second film night was held recently in the N.S.W. Film Council theatrette, and this was well attended. Your reporter was unable to attend this night, but from the reactions of those who did the program was very interesting.

Ernie Stonyer's S.P. 4-8-2 mentioned in the last Yardmaster has been delivered from the paint shops in a gleaming green livery, the finished product closely resembling the Silverton Tramway 4-8-2 'Justin Hancock'. When running the loco game the performance expected of quality brass imports.

4th floor
Railway Institute Building
273 Castlereagh Street, Sydney
(Opp. Mark Foys)

MEETINGS: Every Monday (holiday excepted) 7.30-9.30. Visitors welcome on 1st and 3rd Mondays of month; visitor parties must make prior application by letter.

NEW MEMBERS: Membership is now open for new members over 20 years of age for both O and HO sections. They must be actively involved in model railway construction and/or operation and attend regularly, and contribute their skills to building/repairing the Society's model equipment and manning the layout control boards for operational sessions. Apply by letter, or personally on a visitors' night.

OFFICIALS: President—Paul Simpson; Secretary—John Bowen; Vice-Presidents: O gauge, Don Stone; HO, Bob Gallagher.

Charlies Weathers is hard at work mass producing Baldwin 4-4-0s. So far he has brought in mainframes, an engine bogie, and a bogie tender. John Davies came in recently and brought along his model of 3830 for a run.

Ted Davies has remotored his 12 class with a Pittman motor. Before the engine appeared to be having trouble shifting its own weight but now there is no holding it.

BACK NUMBERS AVAILABLE!

No. 20 May/Jun. 1966
Building a ballast wagon
A prototype mine branch with a difference
The Armidale, Tamworth & Barraba model railway

No. 22 Sept/Oct. 1966
Wagons galore
Hints on modelling
Casting bogie side frames

No. 23 Nov/Dec 1966
Tips for taking model photos
Moulding with Silicon rubber
Switch motors

No. 24 Jan/Feb. 1967
The 'Slim pickins' Mine
A mobile carpenters workshop
Making model locos driving wheels

No. 25 Mar/Apl. 1967
Re-building Wingrove Station
Relay control circuits
Build a CN reefer

No. 26 May/Jun. 1967
Building small lineside sheds
Yarragonbilli Junction
Construct a NSWR 'MLE' flat

No. 27 July/Aug. 1967
Scenery the easy way
The Melton Valley Rly. Co.
Building an observation car

No. 28 Sept/Oct. 1967
Scratch build an RU wheat hopper
a 1n3½ garden layout
Building 4-wheeled wagons

No. 29 Nov/Dec. 1967
The Ab of the NZR
3-rail to 2-rail
Castledare miniature railway

No. 30 Jan/Feb. 1968
How to wire your control panel
Victorian railways Tt cars
How I built the PCL

No. 32 May/Jun. 1968
Victor Harbour
Planning in N scale
A quiet night at Wingrove

No. 33 Jul/Aug. 1968
Build yourself a model T
Planning in N scale
Vintage 1880

No. 34 Sept/Oct. 1968
Pacific Maple models
Planning in N scale
Prototype station

No. 35 Nov/Dec. 1968
Planning in N Scale
Build a railmotor
Junelyn model railway

No. 36 Jan/Feb. 1969
Planning in N scale
Realistic platforms & good sheds
Ramsden model railway

No. 37 Mar/Apl. 1969
An SAR passenger car conversion
Make your own grass
Timetables for your layout

No. 38 May/Jun. 1969
'Adelaide' SAR dining car
Making Gum trees
Electric traction modelling

No. 39 Jul/Aug. 1969
The 'Lander' cars
A small oil storage depot
Working vestibule connections

No. 40 Sept/Oct. 1969
Power operated points
Finden Branch model railway
Structures

No. 41 Nov/Dec. 1969
A rivetted refrigerator car
Automatic branch line shuttle
A model railway

No. 42 Jan/Feb. 1970
The Indian Pacific
Build a WAGR 'L' class loco
Make a modern 4-wheel waggon

No. 43 Mar/Apl. 1970
Construct a coal stage
Baseboard construction
Containers in operation

No. 44 May/Apl. 1970
A model 'VR' railway
A way & works van
Tarping down the load

No. 45 Jul/Aug. 1970
Build a Qld. signal cabin
Increase traction
Instant layout

No. 46 Sept/Oct. 1970
Build a water tower
Pictorial review
Building a BB18¼ class loco

No. 47 Nov/Dec. 1970
Constructing NSWR hopper cars
Weathering
Superdetailing

No. 48 Jan/Feb. 1971
VR 'S' class loco
A model layout
Coffee Table HOn2½ layout

No. 49 Mar/Apl 1971
Converting Rivarossi hopper cars
Scenery construction
Electric motors

No. 50 May/Jun. 1971
A small country station
How I built the ROA
Prototype Station

No. 51 July/Aug. 1971
Modelling wyes
NSWR 40 class conversion
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ANYONE in the Southern, Central or Western Districts of Sydney interested in joining an N gauge club, contact Hylton Shepheard or Les Csetuegi at 40 Roseby St., Marrickville, NSW, 2204 or Stephen J. Miller at 115 Fowler Rd., Merrylands, NSW, 2160.

WANTED

WANTED Airfix Magazine 1963 October; 1964, August, October, November, December; various issues 1960 to 1961 and 1965 to 1969. N.R. Hanson, 'Three Mile', Mail Service 592, Ipswich, Qld., 4305.

Modellers — Visitors to North Queensland could contact Bert Toogood, Ambulance Centre, Salinida, on Bruce Hwy., 40 miles south of Cairns or Barry Meynell, Cairns Hobby Centre, 178 McManus Street, Edge Hill, Cairns.

INDEX

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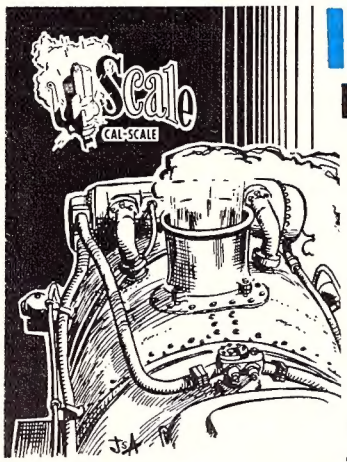

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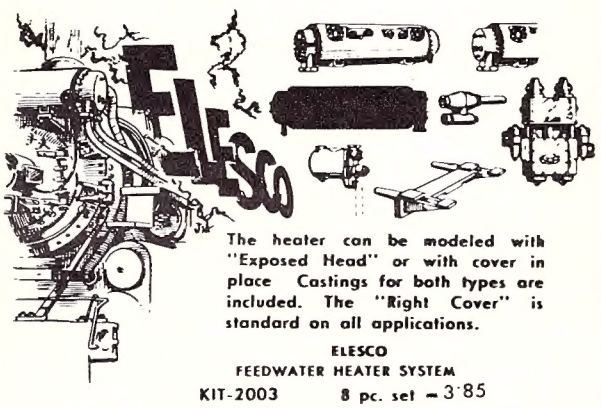

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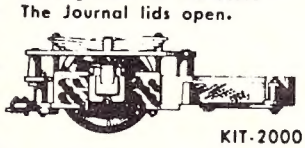

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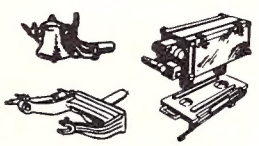

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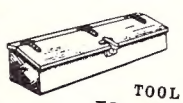

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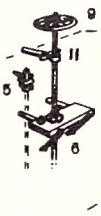

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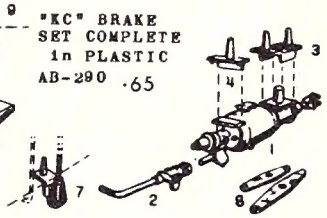

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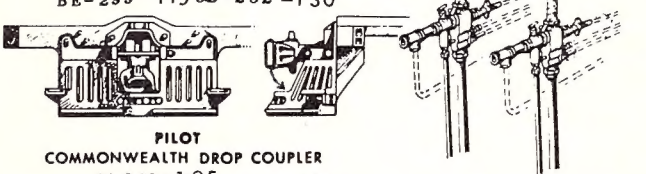

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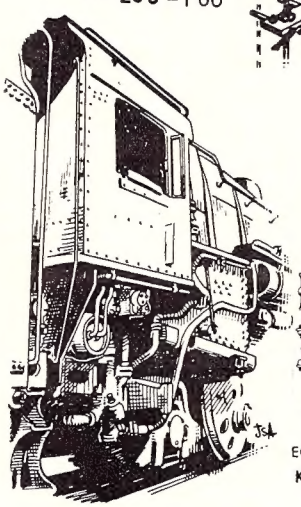

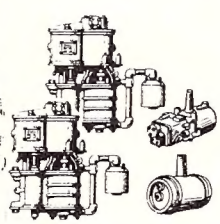

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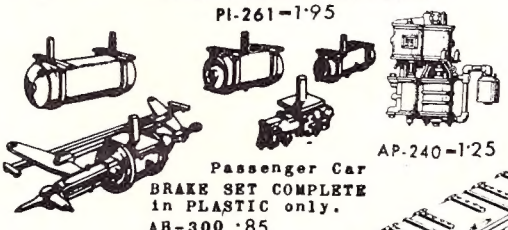

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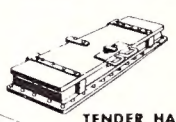

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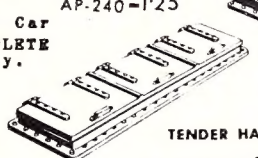

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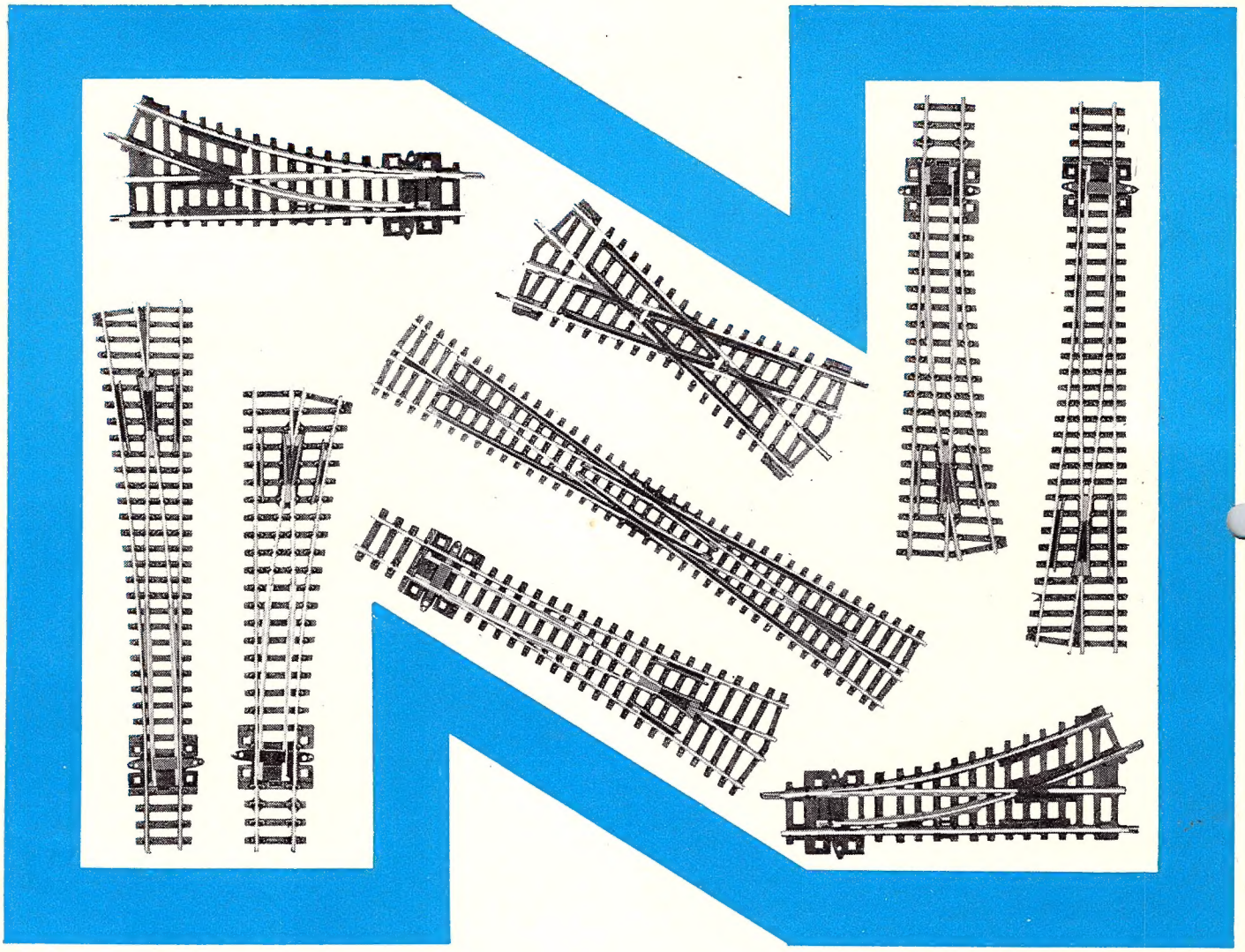

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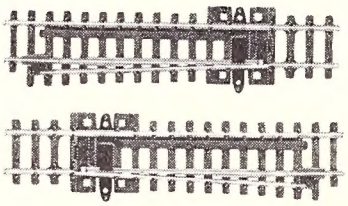

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